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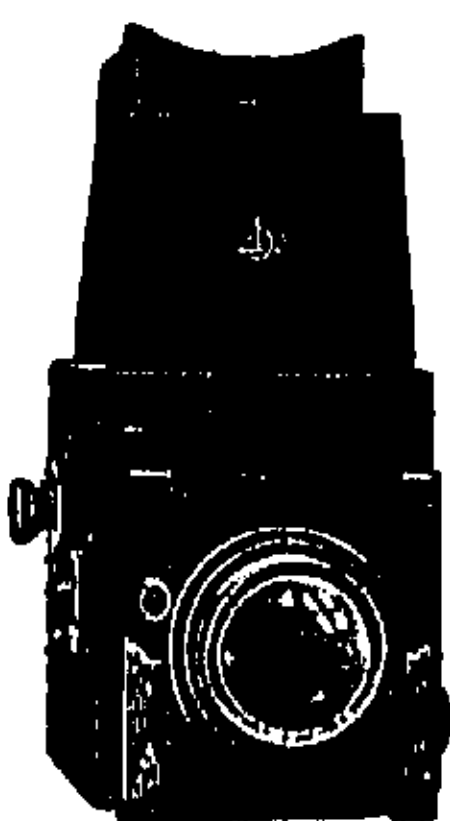
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"QUEEN'S" OLD BOYS

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A MERRY REUNION

It has been truly said that school days' memories are the pleasantest in one's life. After leaving the alma mater to go out into this mundane world, struggling in the field of commerce or in other sphere of usefulness, one cannot help recalling those happy days spent in the class-room or in the play ground with chums who were so sincere and so unsophisticated.

Such pleasant memory was recalled last night at the annual dinner of the Queen's College Old Boys' Association. Men who have made their mark in the Colony, and whose sons and grandsons are now studying in the same school, gathered together and exchanged reminiscences.

The Queen's College boys, as the Hon. Mr. J. P. Braga said, hold the destiny of Hong Kong where commerce is concerned. They have all shown themselves worthy pupils of a worthy school, and the pleasure is given them once a year to get back to familiar surroundings.

ALADDIN'S FAIRY CHAMBER

For the occasion the usually sombre building was tastefully decorated both inside and out. Two rows of lights led from the Hollywood-road corner to the upper playground and above the main entrance were hung five boards on which blazed from red and white bulbs the letters "Q.C.O.B.A."

The great hall was transformed into a veritable Aladdin's fairy chamber. High from the main beam was suspended a tremendous red and white lantern and from this there radiated rows of streamers and multi-coloured lights. Draped flags around the gallery railing added more colour to the scene which was further brightened by numerous pot palms and festoons of sweet-smelling flowers. The painting of Queen Victoria, behind the dais, was flanked by two large flags—the Union Jack and the Chinese Ensign—and over the stage blazed the five letters "Q.C.O.B.A."

A touch of austerity, and a dignified and hallowed aroma, was given to the flamboyance by the boards on the sides of the hall with the names of the various scholarship winners. Now a formidable total as some go back to 1875.

Before the dinner began it was interesting to observe how the big gathering, arranged in groups of old classmates, engaged in a lively conversation about the times they had spent together in the old building which, in many cases, was a matter of thirty or forty years ago.

The new President of the Association, Mr. Lo Cheung-shin, occupied the chair, and was supported by the two Vice-Presidents, Messrs. H. K. Hung and A. H. Crook.

No efforts were spared to give the guests and members of the Association a jolly good time. The orchestra from the S.S. "President Wilson" was in attendance throughout the dinner. Several jazz pieces were played by this band of talented "jazz kings." Mr. Li Chor-chi, a local tenor, sang several songs in French and Italian, and a piano solo was given by Professor E. Gualdi.

The complete musical programme follows:
School Song Mr. E. J. Edwards
(Accompanied by Mr. W. Kay)
Chinese Music Q. C. Orchestra
with Mr. Chan Cheuk-wa
Song Mr. D. M. Richards
(Accompanied by Mr. W. Kay)
Piano Solo Prof. E. Gualdi
Cantonese Song with Dulcimer
Mr. Lui Man Shing
(Accompanied by Mr. Pun In-tai
and Mr. Ma Ping-ll)

Songs:
(a) "Serenata" (French) Toselli,
Mr. Li Chor-chi
(b) "Il Pescatore Canta" (Italian),
Tosti
(Accompanied by Prof. E. Gualdi)
"Kung Fu" Chin Woo Athletic
Association.

The President's Speech
After the "dinner men" had been satisfied and several bumper glasses had been emptied, Mr. Lo Cheung-shin, the newly appointed President, said:
Mr. Crook and Gentlemen,—It was with a great deal of hesitation that I agreed to serve as President of the Queen's College Old Boys' Association. Believe

me, this was not because I did not appreciate the high honour of acting as such. But the hesitation was entirely due to the fact that I realised that I would have to make a speech at this gathering. Since I must speak, I propose to make an honourable compromise between my sense of duty and my sense of dislike for speech-making, by being as short as possible. I am glad, however, to feel that I need say very little indeed to commend to you the toast which it is my pleasant duty to propose, namely "Queen's College."

Precious Memories
I have missed but few of these annual dinners—and I would not willingly miss any—because it has always been such a pleasure to attend them and to meet so many old friends. Every time I find myself in this old hall I am reminded of the good old times I spent here, first as a student, and afterwards as a pupil teacher. It is said that the experience of one's school days constitutes the most precious memories of one's life. This is certainly so with me. I am proud that I received my education here, and I am proud that my Old College, in the words of His Excellency the Governor at our last Prize Distribution, "holds fair to remain the premier school of the Colony."

Q.C. a Household Word

The tradition of every school is of course largely the tradition of its masters. The Queen's College's tradition has always stood high because it has ever been fortunate in its staff. To the memory of the late Dr. Stewart and to the work of Dr. Wright, my old beloved headmaster, and of other great and able headmasters of the past, my predecessors have paid eloquent tributes. And I venture to think that the College is equally fortunate in its present staff, who, with the encouragement of the genial and learned headmaster, give of their best in moulding and educating the ever-increasing number of students to face an increasingly competitive world and in making, or perhaps, I should say, in continuing to make, Queen's College a household word, not only in Hong Kong, but throughout China. On behalf of the parents of the students, and in the name of Queen's College Old Boys' Association, I tender to them our sincere thanks.

With these very few words I ask you to drink a bumper to Queen's College, and the health and prosperity of its staff, coupling with it the name of Mr. Crook.

Mr. A. H. Crook's Witticism
Mr. A. H. Crook, headmaster, in a most witty speech replied as follows:

Mr. President and members of the Q.C.O.B.A.—I feel a kind of relief this evening because of one thing—I know that I am not expected to make a speech. Only a few days ago I heard Mr. Grimble drop a remark about the relief of being able to go to the dinner without the foreboding of a speech. But I think in my case there is more reason for the feeling. I may as well confess—the thought of the coming speech used to take away my appetite for the good dinner. Perhaps Mr. Grimble did not suffer to the same extent.

(Continued on Page 22.)

MEET FACE TO FACE

"Christian General's" Challenge

ACCUSED OF BEING A RED

Chiang Kai-shek Wants to Confer With Him

Hankow, Yesterday.

It is understood that Marshal Chiang Kai-shek (head of the National Government in Nanking) has intimated to General Feng Yu-hsiang (the "Christian General," who governs a large tract of territory in North-West China) a desire to hold a conference at Chengchow (in Honan province, in Feng's jurisdiction) as soon as possible in order to discuss the present situation.

It is stated that in his latest despatches to Chiang Kai-shek, the "Christian General" complains that certain high personages accuse him of being a protégé of Moscow which he indignantly denies; also that he expresses a desire to meet his accusers face to face.—Reuter.

Arrival at Tungkwang

Nanking, Yesterday.

The State Council has received a wire from General Feng Yu-hsiang announcing his arrival at Tungkwang, near the Shensi-Honan border, from which he will leave for Nanking after a brief visit to Kai-feng.—Reuter.

Things That Matter

To-day's Diary

Third Sunday after Easter.

Entertainments.—Queen's "Win That Girl"; Star, "Service For Ladies", 5.30 p.m.; Banvard English Comedy Company present "The Best People", 9.15 p.m.; World, "Dr. Jack"; Majestic Theatre, "It."

Lighting-up Time:—4.46 a.m.

Sports.—Golf, Bogey Pool; Fanning Hunt Steeplechase.

Tides.—High, 8.32 a.m. and 8.20 p.m.; Low, 2.04 a.m. and 1.57 p.m.

Local Forecast

E. N. or variable winds light to moderate, fine generally

Home Mails

To-day.—Inward: Europe via Negapatam, papers only ("Ganges Mail"). Outward: Europe via Siberia ("Ying-chow"), 9 a.m.

The Dollar

The closing rate of the dollar on demand yesterday was 1.119/16.

SHASI SURROUNDED

Request For Bombardment To Cease

DESIRES TO SUBMIT

Nanking, Yesterday.

A communique from the front says that, following the capture of Machiasai the Government gunboats have anchored five li from Shasi, which is completely surrounded.

Hu Tsung-tao, the Taochun, has expressed a desire to submit to the Central Government and requested the naval bombardment of Shasi to cease.

Admiral Chen Shao-kuan, who is watching the movements of the rebels, has telegraphed to Marshal Chiang Kai-shek for further instructions.—Reuter.

TSINAN OUTRAGE

Murder of Japanese Paymaster

ATTACKED IN STREET

Peking, Yesterday.

A Japanese official report from Tsinan states that at eight o'clock yesterday evening the second Paymaster of the 68th Japanese Regiment was walking along Changpin-street, in the Concession Area, when two Chinese in civilian dress fired revolvers at him, killing him instantly.

The Japanese Consul is investigating the affair.—Reuter.

INTERPORT ROWING

Canton Triumphs Over Hong Kong

CLOSING REGATTA

Presentation of the Spaten's Prize

The Royal Hong Kong Yacht Club held its closing cruise yesterday afternoon. In conjunction with the sailing, an Interport rowing contest was held between crews representing Canton and Hong Kong. Canton won two of the three events on the programme and thus carried away Hong Kong's flags, thereby getting sweet revenge for the defeat which Hong Kong handed out to them when some of our oarsmen visited Canton in January.

There was a large gathering of members of the R.H.K.Y.C., and their friends present, including many ladies, and the weather conditions being ideal for both sailing and rowing, a very pleasant afternoon was enjoyed by all who attended the regatta.

A race for Navy whalers attracted eleven entries from the various warships in harbour, and a keenly contested race resulted in a hard won victory for a crew from H.M.S. "Hermes."

During the afternoon lawn bowls were also played on two of the Club's rinks, these resulting in wins for teams skipped by Mr. Shaw and Mr. Edwards. Their "victims" were skipped, respectively, by Mr. Davies and Mr. Chapman. At the conclusion of the programme, Mrs. H. S. Rouse, wife of the Rear-Commodore of the R.H.K.Y.C., gracefully distributed the prizes which were won that afternoon and during the 1928-29 season, just closed.

Canton Welcomed

In a speech before inviting Mrs. Rouse to give away the prizes, Mr. A. L. Shields, the Club's Commodore, said that he was glad to see so many present that afternoon—members and subscribers of the Club and their friends.

The weather conditions had been fine from the point of view of the sport if not from that of the present scarcity of water in the Colony. The conditions had been ideal, with just the right wind for sailing, and not too warm for the rowing events.

Mr. Shields then welcomed the Canton Rowing Club's crews and congratulated them on the excellent show which they had put up that afternoon. They were glad that rowing had been revived in Canton. Prior to the visit of the R.H.K.Y.C., crews to Canton in January of this year, they had not had a contest with Canton since 1921. It was very creditable that a relatively small community like Canton could make such a good showing and actually defeat Hong Kong.

The Senior Fours

Referring to the Senior Fours race which was won by Hong Kong, Mr. Rouse said that Mr. Friessner, the Canton Captain, was to have rowed bow in this race, but had to drop out on account of indisposition. Mr. Klewitz, the bow had to drop out on account of indisposition. Mr. Klewitz, the bow in the junior fours crew, very pluckily stepped into the breach and rowed well in both events.

In the Junior Fours, Hong Kong's No. 2 had the misfortune to break his rowlock half way through the race, and thus Canton won by a big margin. However, they could not complain, because it was "all in the game." The senior pairs Canton did not win so easily, but it was something to say that they finished strongly. Canton thus won Hong Kong's flag by two events to one.

After making reference to the race for whalers, and remarking that they were always glad to have the Navy with them on such occasions, Mr. Shields congratulated those who were successful in that afternoon's sailing events, particularly the ladies, who did very well indeed.

A Busy Season

Proceeding, Mr. Shields said:—"As you can see by the number of prizes on the table the sailing season has been a very busy one. The results are detailed in the programme."

"We have had a number of very enjoyable team matches which resulted as follows:—

"Royal Navy versus the Club for the 'Frobisher' Cup, won by the Navy. A match between the Royal Navy versus the Army, however, was won by the Army; whilst the

CHEMICAL WARFARE

Now Being Discussed at Geneva

DRAFT CONVENTION

Thirteen Countries Ratify The Protocol

Geneva, Yesterday.

The Disarmament Committee adopted two of the four paragraphs of the Draft Convention on Chemical Warfare dealing with the prohibition of asphyxiating, poisonous gases, and bacteriological methods in warfare. Hitherto 13 countries have ratified the protocol prohibiting the use of poisonous gas, the latest being Turkey.

Another "Incident"

M. Litvinoff was the principal figure in another incident when the Disarmament Committee was dealing with chemical warfare.

The Chairman asked if M. Litvinoff would like to participate. The latter retorted that he wanted to speak on the question of procedure which he was unable to do yesterday.

The Chairman asked if the Committee agreed to hear M. Litvinoff. The latter rose hastily and said that if the view of the Committee were required each time he wanted to address it he would refuse to speak.—Reuter.

match Army versus the Club was won by the Club. Therefore we decided to hold another match Under Services won.

"Other matches were St. Andrew's Society versus St. George's Society, won by St. George's Society; Commodores past and present versus the Club, won by the Club; and Ladies versus the Club, won by the ladies.

"This last event took place last Sunday, and the ladies must be heartily congratulated for their very fine performance, sailing against the pick of the helmsmen of the Club. (Applause).

"I wish to thank boat owners for having so kindly put their boats at the disposal of the Club for these events.

Ladies' Championship

"The Ladies' Championship series have been keenly contested, and we hope the ladies will continue to take an interest in sailing next season. The ladies competing in the Championship have kindly subscribed for a Cup to be raced for by boat owners, but unfortunately we have not been able to find a date. This has now been arranged for the 27th instant—that is this day week.

"The annual race to Macao and back for the Potts Challenge Cup was sailed in Christmas week and won by Mr. Croucher in "La Cigale". Mr. Rouse, our gallant Rear-Commodore, who is always in the picture, being second in "U and I."

"Two Corinthian races have been held for cups presented by Major Greig and Major Stewart who have recently left the Colony. They are both very keen yachtsmen and we much regret their departure."

Lawn Bowls Prospects

After making reference to that afternoon's bowling, Mr. Shields proceeded:—

"Our green has suffered from lack of rain but a few days of wet weather will bring along the growth of the grass, and we hope it will be in good order for the season which begins next month. Several keen bowlers have arranged to bowl for us this year and we hope the Club team will give a good account of itself in the League.

"I have to thank the Committee for their work throughout the season, and also those who have had particularly Commodore Hill for his kindness in arranging for the flag decorations this afternoon.

"We are also indebted to the Hong Kong and Kowloon Wharf and Godown Co., for supplying us with the lighter from which to watch the races.

"I now call on Mrs. Rouse to present the prizes, and in doing so I wish to thank her for so kindly coming down for the purpose this afternoon.

"Mrs. Rouse is a member of the Club and the Hon. Librarian. She is also very keen on sailing and every year has put up a consolation Cup for the tail-enders."

After Mrs. Rouse had given away the prizes, she was presented

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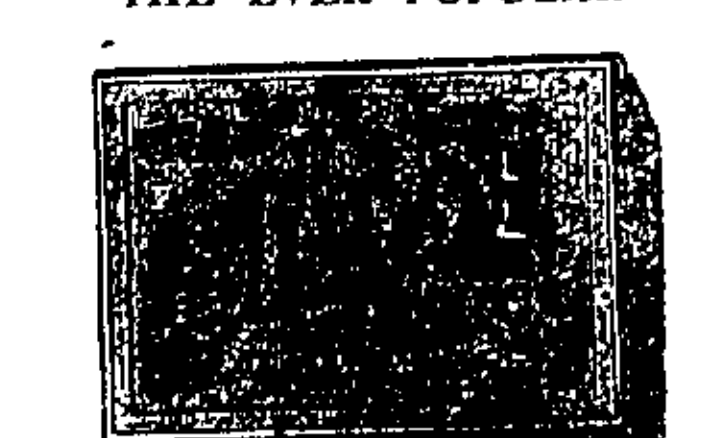
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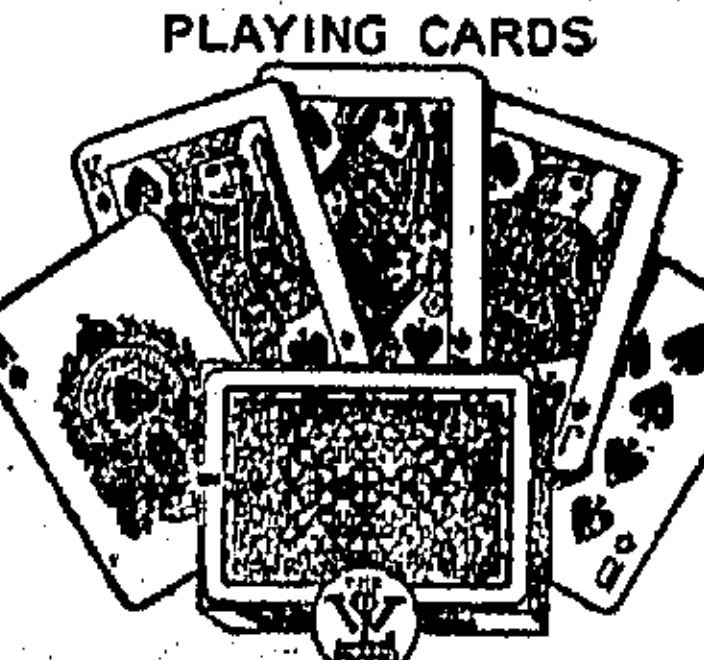


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(Continued on Page 5.)

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COMMERCE & FINANCE

SHARE MARKET

Lower Prices During
The Week

CEMENTS STRONGER

Messrs. Benjamin & Potts' weekly share report states:—The market has again been very quiet during the week and in some cases lower prices have prevailed.

Banks.—Hong Kong and Shanghai Banks were dealt in at \$1,237 1/2-1,242. The latest cable quotation from London is \$1,324 1/2.

Marine and Fire Insurances.—Unions continue on offer at \$378. Cantoners are wanted at \$695. Hong Kong Fire has advanced to \$765. Underwriters can be placed at \$2.

Shipping.—Douglas Steamships are obtainable at \$36. Hong Kong, Canton and Macao Steamships are enquired for at the reduced rate of \$23 1/2.

Docks, Wharves and Godowns.—Hong Kong and Kowloon Wharves have remained steady at \$123. Hong Kong and Whampoa Docks are a shade lower and were done at \$35. New Engineering shows a smart rise and can now be placed at \$15.60. Hongkong Wharves are unchanged with buyers at \$15.78. China Providents have further declined with no buyers over \$4 1/2.

Lands, Hotels and Buildings.—Hong Kong Lands have weakened and after sales at \$60 are wanted at a little above this rate. Hong Kong and Shanghai Hotels are enquired for at \$8.70. Humphreys' Estates continue in request at \$14.35. Realty are slightly higher with buyers at \$8.35.

Public Utilities.—Hong Kong Electricities have fluctuated between \$50 and \$57. Star Ferries have had transactions at \$67 1/2 and \$57 1/2. China Light has been the medium of a fair turnover round \$13.40. Hong Kong Tramways are enquired for at \$18. Telephones can be placed at \$7.

Miscellaneous.—Green Island Cements (Combined) after a short period of weakness have again strengthened and were booked up to \$6.65, the market closing with buyers at \$6 1/2. Dairy Farms are obtainable at \$19 1/2. Watson's are idle round \$13.20. Sincere's at \$12 mark a rise. Hong Kong Amusements have firmed up to \$26. Hong Kong Government Loan is in demand at 8 per cent. premium.

Cotton Mills.—Ewos have remained very steady and were dealt in at \$12.70, the market closing with buyers at \$12.65. Shanghai Cottons were put through at the improved price of \$12.74, while the New shares have buyers at \$12.33 1/2.

Exchange.—The T.T. rate on London to-day is 1/11 1/2, and on Shanghai 79.

Forward Settlement Days.—April 29, May 28, and June 25, 1929.

FIRST DIVIDENDS

Echo of Wing Hing Bank Failure

An echo of the financial sensation in the Colony in 1925 is forthcoming in the "Government Gazette" yesterday in the notifications of dividends declared in the bankruptcy of the Wing Hing Bank. The trustee notifies the following dividends:—

Wing Hing Bank (formerly of No. 153, Queen's-road Central), bankers: first dividend of five cents in the dollar.

Li Wing-kuang, banker: first dividend of two cents in the dollar.

Li Shun-fan, banker: first dividend of decimal two cents in the dollar.

It will be recalled that the Chief Justice passed scathing comment during the public examination of the partners. Very large sums were involved.

DOUGLAS STEAMSHIP

Annual Report of
General Managers

PROFIT OF \$7,426

The report of the General Managers of the Douglas Steamship Co. Limited, for presentation to the shareholders at the 46th ordinary general meeting to be held at the offices of the Company on Monday, April 29, at 11 a.m., states:—

The General Managers beg to submit to the shareholders their report on the twelve months' working of the Company for the year ended December 31, 1928.

After paying all running expenses, docking charges, premia of insurance, allowances for leave and pensions, transferring the sum of \$20,191.15 from Underwriting Account to Steam-

ing Account.

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The General Managers beg to submit to the shareholders their report on the twelve months' working of the Company for the year ended December 31, 1928.

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THE SHARE MARKET

Hong Kong Stock
Exchange

T.T. on London 1/11 1/2
T.T. on Shanghai 79

Banks

H.K. Bank \$1235 s 1228/1242 sa
H.K. London Reg. \$132 1/2 n
Chartered Bank \$19 1/2 b
Mercantile A. & B. \$33 n
Mercantile C. \$15 1/4 n
P. & O. Bank \$9 1/2 n
Bank of East Asia \$90 1/2 n

Insurance

Canton Insurance \$695 b 700 sa
Union Insurance \$378 b
North China Insurance \$160 b
Yangtze Insurance \$M50 n
China Underwriters \$220 a
China Fire Insurance \$290 b
H.K. Fire Insurance \$765 b

Shipping

Douglases \$36 s
H.K. Steamships \$23 1/2 b 24 1/4 a
H.K. Tugs & Lighters \$2.40 n
Indo-China (Pref.) \$37 b
Indo-China (Def.) \$70 n
Shell Transports \$98/-
Shell Transports (new) \$22 sa
Union Water-boats \$22 sa

Mining

Benguela \$2 1/2 b
Kailan Mining Ad. \$66/- n
Langkats (comb.) \$T14 n
Langkats (singles) \$T7 1/2 n
Shanghai Explorations \$T2.90 s
Shanghai Loans \$T4 1/2 n
Raubs \$6.65 n
Tronoh Mines \$17/6 n

Docks, Wharves, Godowns, &c.

H.K. & K. Wharves \$123 b
H.K. & W. Docks \$36 s 35 sa
China Providents \$4.15 b 4.06 sa
Hongkew \$T178 b
New Engineering \$T6.60 b
Shanghai Docks \$T127 s

Cotton Mills

Ewo Cottons \$T12 1/2 b 12.65 sa
Oriental Cottons \$T1.95 b
Shanghai Cottons (old) \$T72 1/2 sa
Shanghai Cottons (new) \$T33 n

Lands, Hotels & Buildings

H.K. & S. Hotels \$8.70 b 8.80 sa
H.K. Lands \$600 1/2 b
Shanghai Lands \$T171 b
Humphreys' Estates \$14.35 n
H.K. Realities \$8.35 sa
H.K. Territorials \$—
Prince's Buildings \$—

Public Utilities

H.K. Tramways \$18.30 s
Peak Trams (old) \$12 1/2 b
Peak Trams (new) \$6.30 n
Star Ferries \$67 1/2 sa
China Lights (comb.) \$13.35 b
China Lights (old) \$18.45 s

China Lights (new)

China Lights 1928 issue \$—
H.K. Electric (old) \$56 1/2 s 56 sa
H.K. Electric (new) \$—
Macao Electric \$26 1/2 n
H.K. Telephones \$7 b
China Buses \$T8 b
Singapore Tractors \$11/6 n
Singapore Pref. \$16/6 b
Sandakan Ltd. \$2 1/2 s

Industrials

China Sugars \$1 s
Malabon Sugars \$27 b
Canton Ice \$1 1/4 b 1.90 sa
Cements (comb.) \$8 1/2 b 8.60 sa
Cements (old) \$7.80 n
Cements (new) \$1.40 b
H.K. Ropes (old) \$47 s
H.K. Ropes (new) \$—
United Asbestos \$5 n

Stores, &c.

Dairy Farms \$19 1/2 sa
Watsons \$13.20 n
Der A. Wings \$80 cts. b
Lane, Crawfords \$2 1/2 sa

(Continued on Next Column.)

NOTICES.

G. K.

NOTICE.

THE SANITARY BOARD wishes to draw the attention of the Public and especially of those who have recently come to this Colony to the possibility of acquiring diseases e.g., Dysentery and Typhoid Fever by eating of uncooked vegetables.

Chinese market-gardeners use manure from human sources and their custom is to pour the manure or spray it from watering pots in liquid form over the growing plants.

Disease-producing parasites are therefore possibly present on the surface of plants, e.g., lettuce, over which the gardener's spray falls.

J. WATSON,
Secretary, Sanitary Board,
April, 1929.

THE THEOSOPHICAL SOCIETY.

7, Queen's Rd. C., 2nd floor,
(Over the Mercantile Bank of India).

WEEKLY PUBLIC LECTURES.

Thursday, April 25, at 6 p.m.
"MEMORY OF PAST LIVES"
Speaker: MR. M. MANUK.

All Are Welcome.

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THEATRE

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COMEDY CO.

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AN ATTRACTIVE REPER-
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LATEST FARCES, COMEDIES
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PEOPLE

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AT 9.15

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IN THE NEST

FAREWELL PERFORMANCE

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40 WORDS 50 CENTS:
EACH Additional Word 4 Cents.

All replies must be called for.

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WANTED.—For Young English Girl passage or part passage to England in return for services. Reply: Mrs. J. McCormack, The Bungalow, Quarry Bay.

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STAMPS.—Largest stock of sets in the Colony. Want lists filled. Approvals to responsible applicants. Any country made up. Following now ready:—Belgium, Indo-China, Panama, Persia; Portugal, Colonies, &c. No order too small. What can we do for you? Write now. DAVLIS STAMP CO., P.O. Box 610, Hong Kong.

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FOR SALE.—"Barkers," Sai Wan. A fine 4-Roomed Bungalow with large Garden. For full particulars apply Box No. 199 c/o "Sunday Herald."

FOR SALE.—Wharfedale Printing Press, in excellent condition. Will take Sheet Double Demy. Useful for Small Printing Shop. Apply Box No. 198, c/o "Sunday Herald."

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MISS DE COUDAR'S FRENCH DANCING ACADEMY, 17, Queen's Road (teacher Royal House and member "International Society Artists"). Latest steps all ball-room dances. FINE BLUES, FRENCH and ARGENTINE TANGO, etc. Private tuition daily. Special rates Service men.

EUROPEAN MUSIC and LANGUAGE SCHOOL, 17, Queen's Road, Piano, Mandoline, Banjo-Mandoline, Violin, Clarinette, harmonium (Special rates Service men). FRENCH, GERMAN, LATIN classes, by University diplomaed young lady, \$6 monthly. Private tuition daily. Painting lessons by lady, pupil Bouguereau.

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Mme. BARONELLI, ARTISTE.—Special attention to stout and stiff ladies who desire to regain their youthful figures. School of dancing for children and adults. Address: 31, Ashley Road, Kowloon (Back of Star Theatre).

Tel. No. 491. P.O. Box No. 504

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(Sundays 10.00 p.m. only)

Sailings from Canton: Daily, at 8 a.m. & 4.30 p.m.

(Sundays 4.30 p.m. only)

HONG KONG—MACAO LINE.

From Hong Kong: 8.00 a.m. "SUI AN" From Macao: 8.00 a.m. "SUI TAN" (Sundays Excepted)
2.00 p.m. "SUI TAN" do. 2.00 p.m. "SUI AN" (Sundays Excepted)

SUNDAY EXCURSION

From Hong Kong: 9.00 a.m. "SUI AN" From Macao: 4.00 p.m. "SUI AN" SUNDAY, 21st April.



AROSO'S PORT

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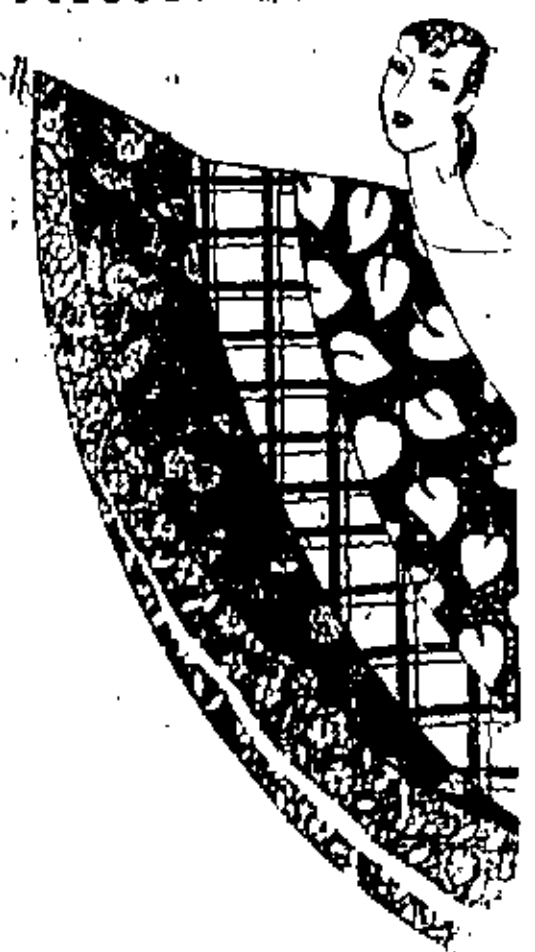
VOILES OF THE LATEST FASHION.

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40in 75 cents per yd.

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HOME SPORT.

SCOTLAND'S RUGBY VICTORY

Scotland concluded her series of Rugby internationals for the season with a glorious victory over England that allowed her to regain possession of the Calcutta Cup, and to win the international championship. It was a game that thrilled the 80,000 spectators, and until near the close it was uncertain which country would prevail. Twice England took the lead only to be pegged back, and then came the two electrifying scores by Ian Smith that assured victory for the Scots. In other respects, too, the game was notable, and memorable. Firstly, it was conducted in the best of spirit and sportsmanship, and while the better team won one cannot withhold praise from the Englishmen, who lost their grip of the game only towards the finish. There was little to choose between the respective packs, for whereas the Englishmen had the pull in the tight scrums, the Scots were in front in the loose. It was a last-minute change that secured the victory for the Scots, and it may be that the last-minute change England had to make in that line turned the scale in Scotland's favour. Certainly the straight running came from the Scottish three, and that greater incisiveness meant a great deal.

A Remarkable Feature

One remarkable feature was the stamina shown by the Scottish forwards. In spite of the hot pace that was set they were going as strongly at the finish as at any other stage of the game, and latterly they were definitely on top of the English eight. J. M. Bannerman, the Scottish captain, was a great leader, and it is reported, this was his last game for Scotland; he will look back to it with justifiable pride. Scotsmen and Scotswomen do not often let their feelings run riot, but no-side was the signal for a demonstration such as has never been witnessed before on a football field in Scotland. Cheers after a cheer rent the air, the pitch was invaded, and Bannerman was carried shoulder-high by his admirers. The crowd were glad to give full expression to their pent-up feelings. Along with his captain, Ian Smith came in for much attention. The Edinburgh University sprinter has distinguished himself many a time both on the football field and on the track, but his two scores of March 16 will never be forgotten. In each case more than pace was required—indomitable courage that would brook no check—and that was how he won the day for Scotland.

Scots Amateurs' Defeat

It is usual in the hour of defeat to cast about for excuses, but in the case of the Amateur international football at Leeds it is difficult to find any. The fact is that Scotland came up against a faster and better side, who might have taken a much heavier toll had it carried more sharpshooters. The ground, hard and uneven, certainly favoured the fleet-footed English forwards, and the Scottish defence had a heavy afternoon's work—which, it must be conceded, they accomplished without flinching. Small, the goalkeeper, was in no way to blame for the county, apparently new, lost his usual whole-hearted self, risking everything in his own tenuous way. King and he met with most success.

In the half-back line, for Gillespie, on account of a recent hand injury, was not quite himself. The forwards did not play too well together. Nicholson went out to do too much by his own effort. It may be that he had little confidence in his untied partner, Russell, but in the end, for the Edinburgh University man was no failure. Lack of experience, however, told its tale at times, and the ground conditions did not suit him. Ian McDonald was not so brilliant as he was a year ago. He was prone to double back too much, and many of his crosses failed to reach their billet. The game—always, by the way, a sporting one—was, perhaps, less thrilling than international matches usually are. Clever play was intermittent and most of it came from the side of the enemy. Partisan he just have been who failed to admire the "draft" stuff these forwards put on when enjoying the full favour of the contest.

Hockey Men's Bad Luck

Scotland were unfortunate in losing the services of I. E. Brooks, in the first few minutes of the hockey international against Ireland. He had his nose broken in a dash for goal, falling on to the goal board at the back of the net, and the loss of his services for the greater part of the game deprived Scotland of any chance of being successful. The Scottish side were on the defensive most of the game, until Brooks came on just prior to the end, and in spite of his injury, he had an immediate run half the length of the field and narrowly missed scoring. It is difficult to criticise the Scottish team under the circumstances, but again the defence took a lot of credit. F. Morris was in great form, and was the outstanding player on the field. According to the critics, his exhibition was the finest ever seen in an international game. P. C. Potters worked hard, but without Brooks the forward line was very disjointed. A. C. Anderson did not hold the Irish winger, Cairnes, and Sinton found the tall Irish centre-forward, Eager, a big handful. J. C. Anton, the Scottish right back, did not impress.

Skating

For the first time for seventeen years the Professional Championship of Great Britain was able to be brought to a decision. The venue was Lingay Fen, near Cambridge, where 4,000 spectators watched some admirable racing. The last holder of the title, Sidney Greenhall, of Landbeach, died two years ago, so a new champion was inevitable. He was found in D. Pearson, of Mepal, Isle of Ely, who beat S. G. Scott, of Littleport, by seventy yards in the final round. The amateurs have also held a race for the Prince of Orange Cup, which was won by C. W. Horn, the British Amateur Champion, with G. W. Martin second. On Sunday three Cambridge undergraduates skated on the rivers Cam and Ouse from Cambridge to Ely and back, a distance of forty miles.

Maurice Read

Maurice Read, who died recently, was one of the strongest batsmen that Surrey ever had, and in the fifteen years (1880 to 1895) that he played for the county, he never lost his form. He was a fast bowler too, and more would have been heard of him in that capacity but for Lohmann's

coming on to fill the part in the eleven. He went to Australia four times, and also took part in some memorable Test matches in this country. His first was that game at the Oval in 1882 when Spofforth's bowling gave the Australians such a sensational victory by seven runs. He was a real stand-by to his side at the Oval in 1880, when England and Australia met on a very soft wicket. Australia were got out twice for 92 and 102, so that England, who had made 100 in the first innings, required 95 to win. Grace, Shrewsbury, William Gunn and Walter Read had all been got out by Turner and Ferris with the score only 32 and 40. It was returned so wide that they were able to steal a second run and win the match. C. T. Studd is now the only survivor of the English team in the great 1882 match.

Amateur Billiard Champion
The new Amateur Billiard Champion is H. P. E. Cole, of Cardiff, who was beaten in the final heat two years ago by Steeles. His opponent this time was the youthful S. Lee, of London, who put his utmost into the game up to the very last. At the opening of the third day the match looked as if already over, but Lee, who was then 730 behind, outpointed his rival by 200 during the session. In the evening Cole scored his necessary points quickly, and the match ended—Cole 3,000; Lee 2,215. Cole is a good all-round player, but likes to take full advantage of the 25 hazards allowed off the red.

Sport and Longevity

"He who lives a good life is sure to live well," declared the "Friar of Orders Gray," and with much greater truth it may be said that he who rides straight to his grave and is a dead shot is sure to live long. The deaths have been recorded of three squires who come within the definition—Mr. G. O. Deane, of The Boyce Court, Gloucestershire (100); Mr. Herbert Gosling, of Botley's Park, Surrey (87); and Mr. C. H. Akroyd, of Broms, Northumberland (80). For more than sixty years Mr. Deane hunted with the Ledbury, and it is like an excursion into ancient history to recall that he had a brother killed at the storming of the Redan almost three-quarters of a century ago. Mr. Gosling, a member of the famous banking family and also a devoted fox-hunter, fractured some ribs in the hunting field at eighty, and went to business next day! Mr. Akroyd was highly accomplished in the difficult art of deer-stalking, a first-rate hand with the grouse, and an enthusiastic sea shooter. Hunting men and good shots, oddly enough, often write very good literature, and Mr. Akroyd's sporting diary is capital reading.

New Championship Distances

The National Cycling Championships next year will be over distances of 1,000 yards, 25 miles (unpaced), and 50 miles (tandem paced), for bicycles, and for tandems over one mile, in addition to an amateur team pursuit championship, for clubs. The distances of one-quarter mile, one mile, and five miles will not figure in the championships after this year. This was the decision of the annual general Council meeting of the National Cyclists' Union held in London when the Earl of Balfour was re-elected president. A loss of £74 6s. 8d. was reported on last year's work. It was decided that representatives should be sent to the International Championships to be held in Zurich on August 10, 11 and 17.

Mr. H. E. Scriven, General J. C. Pabst, Mr. and Mrs. A. R. Pinguel and Miss Pinguel were among the passengers on the N.Y.K. s.s. "Kitano Maru" when she left Hong Kong yesterday for Singapore and London.

Capt. R. M. J. Martin, Deputy Commissioner of Police, recently took over the chief executive post of the force as Acting Commissioner, vice Capt. E. I. M. Barrett, Commissioner, who sailed in the "Empress of France" on long leave.

Mr. M. J. Buckley, Freight Traffic Manager of the Dollar Steamship Line, San Francisco, has been in Shanghai with Mrs. Buckley for a short visit. Mr. Buckley is touring the Far East on behalf of United States shipping interests, making a general survey of conditions in China and the Philippines and Japan.

Lieut.-Commander Edwin Pratt, R.N. (retired), a well-known Portsmouth Freemason and formerly recognised as the crack shot of the Navy, died at his residence at North End, Portsmouth, aged 77. At the Whale Island Gunners' School he taught King George to shoot. At one time he led the Navy Eight in Blaisy.

Mons. Andre Danjou, Consul for France in Canton, has gone on leave. Mr. Danjou was in Canton during the political trouble of the last three years. With his departure, the collaboration of the "Big Three" who went through this grave and difficult period of transition, comes to an end. Mr. Douglas Jenkins, U.S. Consul-General, being the only one remaining. Mr. J. F. Brennan, C.M.G. (British Consul-General) having departed on April 8. There was a large number of Chinese officials to bid Mr. Danjou farewell, besides many of the French and British residents, by whom he was very well liked.

Success in a double event must always be a matter for congratulations. Good wishes from all parts of the British Empire poured in upon Lieut.-General Sir Robert and Lady Eden-Powell, when they celebrated their birthday. Sir Robert, who is 72, married Miss Olive Stames in 1912, and has one son and two daughters. He is fond of saying of himself that he has led a double life, but to those who are familiar with his career this is obviously a gross understatement. In addition to the more serious of his occupations, he has followed with whole-hearted zest nearly a dozen hobbies and recreations, ranging from the writing and illustrating of twenty-odd books, and the exhibiting of sculpture at the Royal Academy, to the winning of the Knicker Cup, the blue ribbon in the world of pig-sticking.

SOCIAL GOSSIP

The death occurred in Canton yesterday, through meningitis, of an Annamite soldier of the attachment of French troops stationed in the French Concession, Shanghai.

Mr. and Mrs. Aysav Strok of 56, Rue Massenet, Shanghai, announce that the marriage of their eldest daughter, Getta, to Mr. Alfred L. Zimmerman of Nanking, expects to take place on Sunday, June 9, at the Synagogue Ohel Rachel.

Mr. B. C. Newton, Counsellor of H.M. Legation, who has been acting as Sir Miles Lampson's personal representative in Nanking, expects to leave China for home in July. In the meantime he has taken up his residence in Route Ghisi, Shanghai.

Many Homebound passengers were on the P. & O. s.s. "Karmala" when she sailed from Hong Kong yesterday, including Capt. L. H. G. Andrew, Mr. and Mrs. M. E. Ashley, Capt. and Mrs. C. S. Bates, Mr. S. Baker, Mr. J. C. Boyd, Dr. and Mrs. F. Clark, Mr. L. Cubitt, Mr. and Mrs. A. H. Elston, Surg. Comdr. P. L. Gibson, Mr. and Mrs. T. Grimshaw, Lt. H. Harris, M.C., Major H. J. Hughes, M.B.E. and Mrs. Hughes, Mr. and Mrs. J. Johnston, Lt.-Col. and Mrs. L. T. Lacey, Mr. J. McLeod.

Major A. A. S. Barnes, who will be remembered by many as one of the original officers of the Chinese Regiment at Weihaiwei from 1899 to 1906, and afterwards Commandant of the S.V.C. from 1908 to 1913, is now one of the members of the "Greater Worthies" Town Council, as formed on the recent extension of that Borough, having been returned unopposed for the Home Ward on March 20 last. It is interesting to note also that he succeeds Mr. F. C. Hoffer, a well known Shanghai resident of those days, who did not seek re-election.

A presentation to mark their wedding was made to Lord and Lady Haldimann at the annual meeting of the Marylebone Constitutional Union, held at Marylebone Hall. Until he was made Lord Chancellor last year Lord Haldimann represented, as Sir Douglas Hogg, Speaker of the House of Commons, in Parliament. Lord Haldimann, a former M.P. for Marylebone, who made the presentation, said he regretted that all he could hand to Lord Haldimann was a book containing the names of subscribers. The big gift was a grand piano, and, therefore, not suitable for presentation in the ordinary way.

Among Far Easterners who were present at the banquet at the Mansion House on February 14 to meet the Prince of Wales and the Prime Minister were Mr. Stanley Dodwell, Mr. E. F. Mackay and Mr. D. G. M. Bernard.

The War Office announces the following appointments:—Colonel G. R. V. Stewart, C.B.E., D.S.O., has been appointed General Staff Officer, 1st Grade, China Command, in succession to Colonel W. F. Blaker, D.S.O., O.B.E. (April, 1929).

The "Kitano Maru" had aboard a large number of Japanese officers when she left Hong Kong yesterday for Europe via Suez. These included Lt.-Comdr. Makune, Lt. S. Inagawa, Lt.-Col. S. Kawase, Major T. Tajiri, Col. T. Watanabe, Capt. B. Honno, Major K. Iriye, Capt. Y. Imamura.

Mr. and Mrs. B. L. Gabbott, acting on medical advice, left last week by the "President Madison" for Manila. They will stay for one month at Baguio. Mr. and Mrs. Gabbott recently had the terrible misfortune to lose their two young children in a collision in the French Concession, Shanghai.

The Rev. O. Dulland, superintendent of the Norwegian Mission Society at Changsha, died suddenly on April 1 of heart failure, at the age of 45. Deep sympathy will be felt for his wife and four children, and for the Norwegian Mission which in him is losing one of its most prominent and capable members.

Captain C. P. Talbot, D.S.O., who has been selected as Flag Captain and Chief Staff Officer to Rear-Admiral A. D. P. R. Pound when the latter officer takes up command of the Battle-Cruiser Squadron, was awarded the bronze medal of the Royal Humane Society as midshipman of the "Gloria" in 1903 for saving an A.B. at Hankow. When the late war broke out he was in command of E.S. This boat and E.S. were the first to penetrate into the Heligoland Bight, and Captain Talbot received special promotion to command on October 21, 1914, for his useful and gallant service. In July, 1915, his submarine sank a German destroyer, G100, and he was appointed D.S.O. In 1918 he took command of the flotilla attacking the U.M.S. "Ambrose." From July 1925 until the following year he commanded the aircraft carrier "Hermes."



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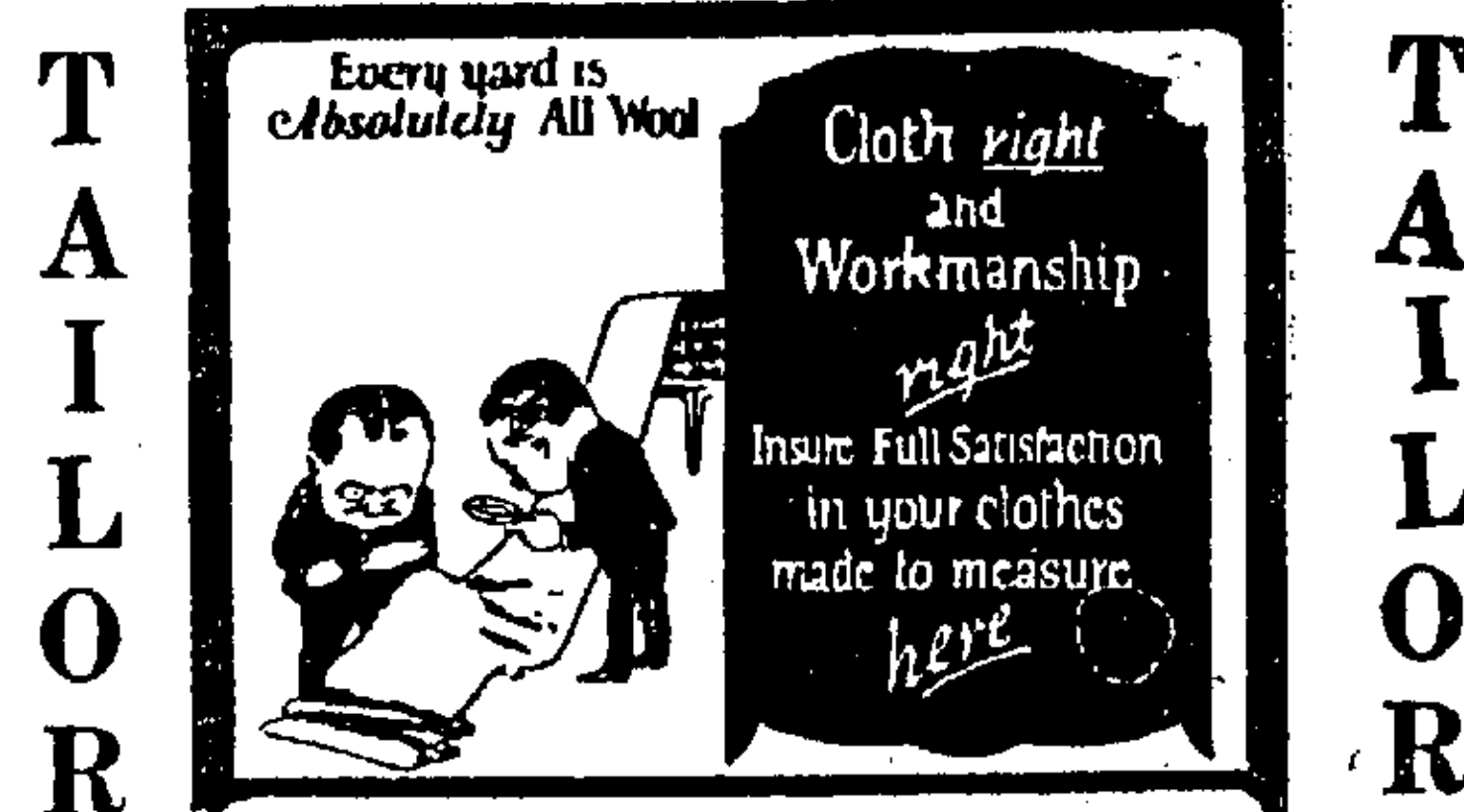
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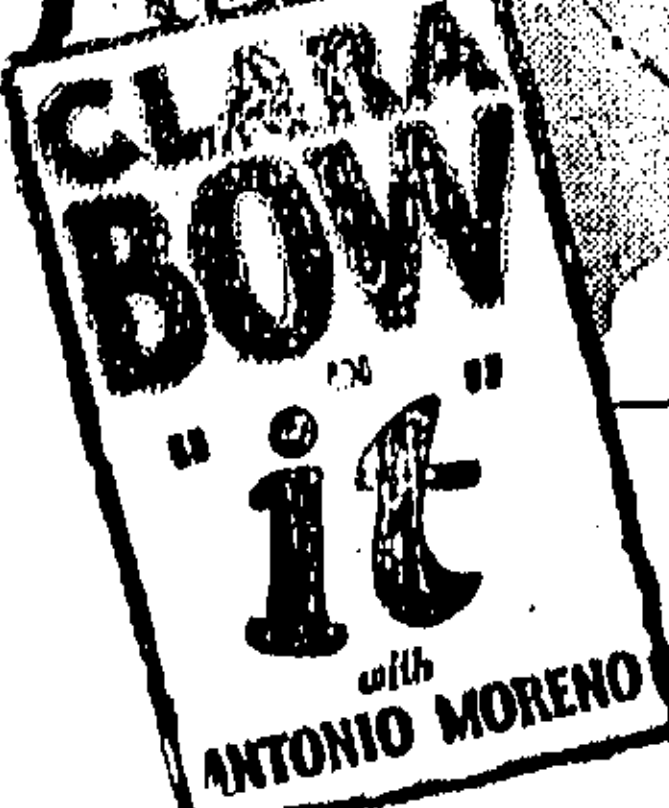
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AT
THE

MAJESTIC

NATHAN ROAD, KOWLOON.

FOOTBALL SHIELD

South China's Big Win
Over Kowloon

K.O.S.B. BEAT NAVY

Results Of Matches In The
League

There was a great crowd at the Valley to witness a dour struggle on the Second Division between the Navy and the K.O.S.B., the latter just succeeding in the last few minutes of extra time.

The Senior tie was watched by a huge crowd, but South China were superior on the day. They started scoring in the first minute of the game—a shock for Kowloon, who never seemed to recover from this early disaster.

At the conclusion of the matches Mr. R. Hall Chairman of the football Association, congratulated the teams on a fine afternoon's sport and introduced Mrs. Dyer, wife of the President of the Association.

Mrs. Dyer presented the players of the four teams with the Shields, Cups, and medals, and in return was presented by Pau Kaping, the Captain of South China A.A. with a lovely bouquet and vase. Three hearty cheers and a "tiger" called for by South China's Captain, were enthusiastically given by the players.

RESULTS AT GLANCE

Shield—Division I.			
South China	5	Kowloon	0
Division II.			
K.O.S.B.	3	Navy	2*
* After extra time.			
League—Division I.			
Navy	3	Club de Recreio	1
Division II.			
Small Units	2	R.A.F.	2

Shield—Division I

KOWLOON v. SOUTH CHINA

The teams, owing to extra time being called in the previous game turned out late before a great crowd. South China won by five clear goals with the same team that defeated the R.A. last week and Kowloon introduced Andy Duncan, who got a warm reception from the occupants of the stand.

The teams were:—

Kowloon:—Angus, Guest, Pile, Bliss, Easterbrook, McKelvie, Eastman, Hedley, Hannan, Duncan, and Miles.

South China:—Pau Kaping; Li Tin-sang, Lau Mau; Leong Tin-chiu, Leung Wing-tak, Leung Wing-chiu, Tsang Wing, Chiu Kwok, Fung King-cheong, Lai Wai-tong, and Ip Pak-wa.

Sensational Start

Kowloon lost the toss and kicked off, the start being sensational for the Chinese forwards, getting possession, raced to the Kowloon end and Chiu Kwok put China on top in the first minute, Angus fumbling on the line.

This was a big surprise, but Kowloon went right through from the kick off and Hedley flashed a beauty just outside the side post. Andy Duncan was playing well and came near but the Chinese were again dangerous, Pile saving in a very cool manner. McKelvie put Kowloon going, "classy" work by Lai Wai-tong put Fung in a scoring position, but McKelvie sent away in good style. Guest robbed Ip Pak-wa as the winger was getting into his stride, and a great shot by Kowloon from a free was saved well by Pau.

Hedley and Hannan were nearly through and Kowloon were going strong, but a beautiful bit of football by Lai Wai-tong saw Angus bringing off a fine save, but Lai Wai-tong obtained again and flashed home a brilliant goal, giving Angus no chance.

Fast and Furious

Kowloon were not beaten yet, and the match was contested at a fast and furious pace, the Kowloon halves working hard against clever forward play. Eastman raised Kowloon's hopes with a dashing run and cross pass, but Hannan was slow with Pau out of goal. End to end play with each side coming close was the order, but Tsang on the Chinese right crossed in the nick of time for Fung to add South China's third goal close in, the interval arriving with South China leading by three goals to nil.

Another Early Success

South China repeated their first half success for Lai Wai-tong with delightful footwork got through again early and China led by four goals.

Eastman and Hedley were Kowloon's dangerous men, and the fleet winger made a splendid dash, but Pau saved right on the line—hard lines for Kowloon. McKelvie had changed places with Easterbrook, but the Chinese forwards were having a day out and Angus saved on many occasions. Miles got away on Kowloon's left, but put behind, and Hannan with a fine chance slipped. Pau saved finely from

Hedley and Hannan, and Angus kept out a very hot one from Leung Wing-tak. McKelvie was prominent with a great bit of defence work under the bar, but the Chinese could not be denied and Lai Wai-tong scored the fifth goal in clever style.

Shots from Hedley and Eastman in the closing stages were well kept out by Pau and China were attacking at the final whistle.

Kowloon Early Surprised
Kowloon were surprised early. The Chinese dashing early attack had a big bearing on the game. Angus, with a strong sun facing him, was shaky at the start, but played finely after.

Pile played a very clever game at back. McKelvie was easily the best halfback on the side, the veteran being outpaced at times but rarely out-generalled. Easterbrook was rather disappointing and never really held Lai Wai-tong.

Eastman and Hedley were Kowloon's star forwards, both giving a fine display. Eastman was fast and dangerous, Hannan was rather slow, but Andy Duncan was always a big worker.

Faultless Goalkeeping
Pau's display was faultless, and Li Tin-sang and Lau Mau were fearless backs.

The halves were a very steady line without any outstanding brilliance, and Leong Tin-chiu again played as strongly as his conferees.

How South China Won
South China won through their brilliant forwards, and Lai Wai-tong gave one of those outstanding exhibitions of which the clever forward is capable. Fung at centre and Ip Pak-wa on the left were very hot trio and they both had a big day. The right wing was not so impressive but fitted in, Tsang at outside right playing dashing football. Chiu Kwok was too often easily knocked off the ball.

Kowloon's Day Off
Kowloon never played spiritedly. When the handicap of goals was large they stuck the pace but it was not their day.

The victory went to the cleverer team on the day's play, in a most interesting final with heaps of good football and hard going.

Division II

NAVY AND K.O.S.B. PLAY
EXTRA TIME

This Shield final in the Second Division provided a great fight, and with the teams level two all at full time, extra time was necessary. Both teams came very close, but the Borderers secured the verdict in the last two minutes by the odd goal in five.

Teams:—
Navy:—Langlands; Bessant, Carey, Usher, Tilley, Bell, Key, Cann, Gray, Fleming, and Sorbie.
K.O.S.B.:—Shears, Bird, Martin, Drury, Basham, McKnight, Cook, Toal, Crawley, Hume, and Stevens.

Referee: Mr. Stokes.

Promise of Close Fight
Early exchanges predicted a hard struggle. The Navy side were very heavy in defence and smart forward work by the Borderers was broken up by Tilley and Carey. The Navy attacked strongly and Fleming missed a good chance, Martin putting well up the field. Hume and Stevens indulged in a nice movement, but Langlands was safe in the Navy goal. The Navy halfbacks were good, and gave their forwards many chances which were not accepted. Crawley scored a fine goal for the Borderers, who led at the interval by one goal to nil.

Soldiers Score Again
The Borderers were playing good football forward, Crawley and Toal being dashing leaders. The latter put them two up with a fine effort. The Navy did not deserve to be two down on the run of play, but were disappointing in front of goal. Gray scored for them, after good work by Tilley, and the same forward added again. Langlands in the Navy goal was hurt and the Borderers came very near, Toal putting outside. Full time came with the scores level.

Extra Time
Langlands had returned again and saved well early in the extra time. Shears saved smartly at the other end from Sorbie. In the last portion of the game Crawley slipped both backs cleverly and scored in the corner of the net, a hard game ending with the Borderers winners by the odd goal in five.

Hard Rather Than Brilliant
The game, on the whole, was hard, rather than brilliant, and there were many mistakes. The Navy did not trap the ball well, and much of their good work was spoiled by faulty finishing. There was very little difference between the teams, the Borderers appearing smarter forward, where Toal, Crawley, and Cook were bright. Basham and Martin were good defenders.

Langlands was very good in the Navy goal; and Carey, Usher, and Tilley were fine defenders. Gray and Sorbie were the pick of rather an enterprising forward line.

League—Division I

NAVY v. CLUB DE RECREIO

At Caroline Hill, the Navy defeated the Club de Recreio by three goals to one, after an interesting and well-contested game.

Referee:—L/Cpl. Grieve.

Teams:—
Navy:—Turner; McGregor, Jones, Prior, Perks, Priestly, Van Tromp, Firth, Kernick, Stapleton, and Preston.

Club de Recreio:— Beltrao; Souza, Silva-Netto; C. Silva; C. Gosano, Figuerido; B. Gosano, Ward, Roza, Pereira, Rocha and Brown.

Rocha opened up the game with a bright dash in the direction of the Navy citadel, but McGregor obtained possession and sent the leather back to mid-field, where Kernick collected. This player, in conjunction with Firth, made the first attack for the Navy. Beltrao, however, was on the alert and cleared in a business-like manner. Kernick again took a shot for goal, but he did not display his usual accuracy, his shot going wide of the mark. Some exciting play took place just outside the visitors' goal-mouth, but Silva-Netto was just in the right position to nullify the shot. The Recreio fought aggressively at this stage, B. Gosano and Ward giving a polished display on the right wing. The latter sent in a delightful first time shot which was brilliantly saved by Turner. Each goal was raided in turn and both custodians were given every opportunity of displaying their skill. Recreio opened this core after twenty minutes play, a fast drive from Roza Pereira completely defeating Turner.

This set-back served to put the Navy on their mettle, and a hot bombardment of the Recreio goal ensued. The equaliser was not long in forthcoming, the ball entering the net off Perks after Van Tromp had placed a corner kick in beautifully accurate style.

Half-time:—

Navy 1
Club de Recreio 1

Sailors Take the Lead

The Navy were quick to resume the aggressive after the breather, Kernick and Firth being prominent in a virile forward line, but the Recreio defenders were playing a sterling game, Silva-Netto being particularly brilliant both in his tackling and kicking. The Navy's efforts were rewarded. Perks again converting a corner kick taken by Van Tromp.

The Navy were by far the stronger team at this stage, and Beltrao had his hands full in dealing with shots from Preston, Stapleton, and Firth. An occasional breakaway by the Recreio forwards, of whom B. Gosano was the pick, looked dangerous, but the Naval defenders were quite capable of dealing with the situation, and quickly set their forwards on the move again. A further goal was soon forthcoming, Kernick accepting a pass from Van Tromp to score with a fast low drive.

The remainder of the game lacked much interest, although the Recreio battled gamely for a further point, Brown bringing off some clever runs on the left wing. No further scoring took place, and the Navy retired worthy victors of a particularly sporting contest.

Result:—

Navy 3
Club de Recreio 1

Division II

SMALL UNITS v. R.A.F.

The Small Units finished up their League programme by drawing with the R.A.F. at Sookumpoo after a moderate and uneventful game.

The Airmen were slightly the better team on the run of the play, but missed many chances of adding to their score. The Small Units, on the other hand, were quick to seize every opportunity which came their way, Twelves being a particularly trustful leader of the attack. The Airmen obtained the lead early in the game, Keary getting through with a good effort.

After a period of even exchanges Twelves scored a pretty goal for the Small Units.

The Airmen suffered a further reverse shortly after the interval, Twelves presenting Gosling with a delightful opening which led to the latter scoring with a shot which was placed well out of Jarvis' reach.

The Airmen did the bulk of the attacking from now on, but it was not until the last few moments of the game that they managed to get on terms through

WEIGHTS OUT

Handicaps for Races on Hong Kong C.C. Defeat
Saturday Chinese R.C.

TWO EVENTS: FIVE CLASSES

Weights have been allotted by the Official Handicappers for the Hong Kong Jockey's Club's fourth extra race meeting of the season, to be held on Saturday, April 27, as follows:—

"A" Class

	lbs.
Chesapeake Bay	166
Monterey Bay	162
Town Hall	161
Duke of Chantilly	160
Winsome Stag	160
Huntington	160
Grand Tattoo Eve	159
San Francisco	158
Pickie	158
The Bright Comet	155
Young Pretender	148
Imperial Hall	143
The Pheasant	140
One-Third	140
Peck	140
City Hall	140
Buster	140

[N.B. If the top weight does not accept, all weights to be raised by 5 lbs.]

"B" Class

	lbs.
O-Moon	165
Blue World	164
Duke of Melrose	163
Erin's Isle	163
The Jamaica	161
Tangle	160
Blue Danube	159
Fifty-Fifty	159
Thunderbolt	158
King's Falloch	157
Loch Aish	154
Skinfaki	154
Tarmacadam	153
Noukhail	152
The Ape	152
Sunning	151
Clary	150
Mowgli	150
Mount Elburz	150
Alderley	150
Monk	150
Chow Tze Lon	148
Duke of Normandy II.	148
U. U. II.	147
Brigade Call	144
Cream Cracker	144
Flying Stag	143
Bright Prospect	140
Gold Medal	140
Duke of Nieblung	140
Fanning Stag	140

"C" Class

	lbs.
Zephyr	165
Cavalier	162
Kom Tong Hall	162
Desert Storm	159
False Alarm	158
As You Like It	158
Ace of Spades	158
Zenjbil	158
Rummy	157
Heretofore	155
Bowden	155
Duke of Milan	155
White Jade	154
Sunshine	154
Bronze Idol	153
Papaya	153
The Palmigan	151
Movanagher	150
Incey	150
Szatmar	150
May	150
Siang River	150
Dark Eyes	150
Aberdeen	148
King's Parade	147
Mountain Air	145
The Jungle Book	145
Armony	145
Sopron	140
Charleston	140

"A" Class

	lbs.
Monterey Bay	162
Town Hall	161
Duke of Chantilly	160
Huntington	160
Winsome Stag	160
Grand Tattoo Eve	159
Pickie	158
Young Pretender	148
Imperial Hall	143
Buster	143
The Pheasant	140
One-Third	140
Peck	140

"B" Class

	lbs.
Blue World	164
Duke of Melrose	163
Erin's Isle	163
The Jamaica	161
Tangle	160
Fifty-Fifty	159
Duke of Normandy II.	148
Thunderbolt	148
King's Falloch	157
Loch Aish	154
Skinfaki	154
The Ape	152
Monk	150
Mowgli	150
U. U. II.	147
Brigade Call	144
Bright Prospect	140
As You Like It	140
Gold Medal	140
Duke of Nieblung	140
Doubtful	140
Zenjbil	140
Nara Stag	140
Szatmar	140
Zephyr	140

Plunkett. McGowan played a fine game in the Small Units' goal, and had the distinction of saving a penalty.

Result:—
Small Units 2
R.A.F. 2

Eastern Athletic's Trip
to Macao

The following players have been chosen to represent the Eastern Athletic Association in a friendly game of football against the Sociedade Uniao Recreativa in Macao to-morrow at 1.30 p.m.:—

M. Ismail, M. Ramzan, S. A. L. Rahman, Li Ping-tong, Ng Ying-kon, Cheung Lap-fun, Lai Ting-choy, A. K. Mui, S. M. Salleh, J. C. Santos and M. Sabhan (Captain).
Reserves:—Li Yun-yun and Chan Shlu-wai.

CRICKET

Handicaps for Races on Hong Kong C.C. Defeat
Saturday Chinese R.C.

HAYWARD IN FORM

On their own ground, the Hong Kong C.C. defeated the Chinese R.C. by eight wickets.

The visitors, who had first knock, started poorly, but batting confidently, Youngsaye (20) and Ng Sze-kwong (17) improved the outlook for their side. Using the "long handle" to good effect, Tsui Wai-pui added 45 and helped to take the score to 165.

The home team easily passed their opponents' total, thanks mainly to Hayward, who was in particularly fine form and got to within two runs of a century. Hayward scored freely and lifted the ball out of the ground on three occasions. The succeeding batsmen indulged in care-free hitting and brought the Club's score to 262, of which Mitchell claimed 83, for the loss of five wickets.

Bowlers on both sides were expensive, which was to be expected on a wicket which was greatly in favour of the batsmen.

Scores:—

Chinese R.C.			
F. K. Lee, l.b.w., b Dobbie	10		
W. H. Kwan, c Summers, b Dobbie	10		
W. C. Hung, b Bowker	8		
W. H. Sling, c Pearce, b Dobbie	5		
J. L. Youngsaye, c and b Owen Hughes	20		
Ng Sze-kwong, run out	17		
C. Choa, run out	12		
Tsui Wai-pui, b Dobbie	45		
H. C. Hung, b Stanion	8		
G. Chue, b Stanion	8		
A. Hung, not out	1		
Extras	21		

Total 165

BOWLING ANALYSIS.

	O.	M.	R.	W.
Dobbie	12	2	32	4
Stanion	11	3	28	2
Quick	5	1	16	0
Bowker	9	0	39	1
Owen Hughes	8	0	23	1
Summers	4	1	6	0

Hong Kong C.C.

A. W. Hayward, c W. C. Hung, b Tsui Wai-pui	98
T. E. Pearce, b Ng Sze-kwong	6
O. Moor, l.b.w., b W. C. Hung	7
E. J. R. Mitchell, c Chue, b Kwan	83
H. Owen Hughes, b W. C. Hung	2
V. W. L. Stanion, not out	21
Extras	45
Total (for 5 wks.)	262
Capt. A. G. Dobbie, Rev. E. K. Quick, J. A. Summers, H. R. B. Hancock, and A. C. I. Bowker did not bat.	

BOWLING ANALYSIS

	O.	M.	R.	W.
W. C. Hung	11	0	77	2
Ng Sze-kwong	5	0	49	1
Tsui Wai-pui	8	0	56	1
Kwan	22	0	16	1
Chue	2	0	19	0

GOLF

Starting Times For
To-day

The Royal Hong Kong Golf Club notifies the following starting times for to-day:—

9.28 a.m.	J. S. Dykes, F. K. Ewart.
9.32	S. T. Butlin, N. K. Littlejohn.

INTERPORT ROWING

(Continued From Page 1.)

with a beautiful bouquet of roses by little Miss Dorothy Carpenter, who was in turn the recipient of a box of chocolates.

The proceedings terminated with hearty cheers and "tigers" for the Canton crew and for Mrs. Rouse, Canton, as victors of the rowing interport, responded.

LIST OF RESULTS

The results of yesterday's events were as follows:

Rowing

Stock Exchange Challenge Cup for Inter-Club Senior Fours. Distance one mile.

Won by Hong Kong by one and a half lengths.

Crews:—Canton: Bow, R. Klewitz (151 lb.), No. 2, W. Eckert (158 lb.), No. 3, J. H. Frolich (180 lb.), Stroke, R. Rasmussen (170 lb.), and Cox, A. R. Kinross (117 lb.).

Hong Kong: Bow, A. H. Chambers (152 lb.), No. 2, W. Sporleder (154 lb.), No. 3, R. Schmidt (157 lb.), Stroke, H. Deyhle (152 lb.), and Cox, F. Lenfesty (126 lb.).

This was a very keenly contested race, and Hong Kong won by virtue of a good start, being in two lengths in front right from the starting gun.

Canton made strenuous efforts to reduce the lead, and at the half way mark was only one length behind. This distance was kept until passing the Electric Co.'s power-house. With only about another 300 yards to reach the winning line, both crews spurred strongly.

Hong Kong, however, did not wait to be challenged. They were the first to put their backs to it and, taking Canton suddenly by surprise, added another half a length to their advantage. This distance between the two shells was kept up to the finish, in spite of Canton's hard pressure.

Junior Fours

Haynes Challenge Cup for Inter-Club Junior Fours. Distance one mile.

Won by Canton by many lengths.

Crews:—Bow, R. Klewitz (151 lb.), No. 2, M. Gavin (156 lb.), No. 3, V. F. C. Ferrier (180 lb.), Stroke, M. Hebert (159 lb.), and Cox, A. R. Kinross (117 lb.).

Hong Kong: Bow, W. J. Purvis (157 lb.), No. 2, J. A. E. Kendrew (167 lb.), No. 3, G. T. Padgett (175 lb.), Stroke, H. Himsworth (156 lb.), and F. W. Schram (130 lb.).

There was a very fine start in this race, both shells getting away together. There was not any daylight between the two for a good distance.

Just before the half mile had been covered, Canton by employing faster strokes managed to get a lead of about one length. It was when Hong Kong started to pull harder in reply to Canton's challenge that disaster came their way.

Kendrew's rowlock suddenly snapped under the strain, and from this point Hong Kong, rowing with only three oars, were helplessly out of the race.

Canton kept up the same even speed to the finishing line, which they reached many lengths in front of the Hong Kong shell, which came in with Lenfesty carrying Kendrew's oar across his knees.

Senior Pairs

"Murdoch Kennett" Challenge Cup for Inter-Club and Senior Pairs. Distance three quarter of a mile.

Won by Canton by two lengths.

Crews:—Canton: Bow, J. H. Frolich (180 lb.), Stroke, R. Rasmussen (170 lb.), and Cox, A. R. Kinross (117 lb.).

Hong Kong: Bow, R. Schmidt (157 lb.), Stroke, H. Deyhle (154 lb.), and Cox, F. Lenfesty (126 lb.).

There was also a good start in this race. The two shells kept very much together for the best part of the course, with Hong Kong slightly in the lead for the first quarter of a mile. After that Canton got in front and stayed there to the finish.

For a good distance Canton's lead was not more than one length, but it was sufficient to keep Hong Kong continuously straining to be within "striking" distance.

Canton showed plenty of reserve strength when they put on a powerful spurt when passing the power-house. It was too much for Hong Kong to cope with and, although they did their best, they gradually fell behind until Canton crossed the line two lengths in front of them.

The Canton crew was strong at the finish, but the Hong Kong oarsmen showed signs of strain after being the chasers for at least three quarters of the distance.

Naval Whalers

Race for Naval Whalers manned by Naval Ratings. Distance one mile.

This event attracted eleven entries from the various warships in harbour.

They got off together in a fine start, and it was anybody's race for the first half a mile or so. Then five boats pulled to the front, and there was a big fight between them for honours.

The "Hermes" entry passed the finishing line about one length in front of the "Cornwall's" boat. A boat manned by Marines from "Berwick" secured third place. She was far out to the extreme right and looked as if she was out of the course, but actually finished just inside the mark boats.

In spite of the fact that they were on the two extremes, with the "Hermes" boat in the centre, there was no daylight between the second and third at the finish.

All the other boats finished the course less than a minute after the three leaders. In fact, the leader of the "also rans" was less than a boat-length behind the "Berwick" entry.

Only the first two boats in received prizes.

SAILINGS

Combined English and Chinese Rigger Cruisers race.

Won by "Lady Jean," sailed by Mr. Pearce (owner Mr. E. M. Raymond).

(Continued on Page 22.)

GARRISON ROWING

Brown and Ah King Cup Races

STONECUTTERS' PROWESS

The annual rowing races for the Brown Cup, and Ah King Cup—competed for by the Garrison in Hong Kong—took place over a course from near Channel Rocks to the Royal Hong Kong Yacht Club.

Seven crews entered for the Brown Cup, as follows:—20th Heavy Bty. R.A. (A crew), R.E. & K.C.S., B. Coy. K.O.S.B., 20th Heavy Bty. R.A. (B crew), 12th Heavy Bty. R.A., 31st Heavy Bty. R.A., M.G. Coy. K.O.S.B.

A race keenly contested from the start, with the better crews soon going ahead, resulted in 20th Heavy Bty. R.A. (A crew), who rowed with good length and rhythm throughout, winning by two lengths, and taking the Cup back to Stonecutters for another year.

31st Heavy Bty. R.A., who rowed well, crossed the line second, 20th Heavy Bty. R.A. (B crew) being third.

Second Crews

In the race for the Ah King Cup (for second crews of units) five crews started, as follows:—M.G. Coy. K.O.S.B., 31st Heavy Bty. R.A., 20th Heavy Bty. R.A. (B crew), 20th Heavy Bty. R.A. (A crew), 12th Heavy Bty. R.A., 20th Heavy Bty. R.A. (A crew).

early took the lead and, steadily increasing it, finished first four lengths ahead of 12th Heavy Bty. R.A. who made a splendid effort to improve their position. Seven lengths separated them from 20th Heavy Bty. R.A. (B crew) who crossed the line third.

Prize Distribution

The Garrison Rowing Club is indebted to the members of the Royal Hong Kong Yacht Club who kindly acted as officials for the races—no light task with so many crews rowing.

The finish of the races was judged by the Commodore, Mr. A. L. Shields, assisted by Mr. E. W. Carpenter.

The races were started by Mr. A. Murdoch, and Mr. S. J. Jordan acted as umpire.

After the races, the cups and prizes were presented by the Commodore of the Yacht Club.

The Garrison Rowing representative, Rev. C. S. Little, C.F., expressed the thanks of the Garrison Rowing community to the Commodore for his kindness in judging and presenting the cups and prizes, and to the other members of the R.H.K. Yacht Club who had so kindly acted as officials.

Appreciation was shown by the hearty cheers which followed.

PRUSSIAN PRINCE

Death Announced of Prince Henry

Berlin, Yesterday.

The death has occurred from pneumonia of Prince Henry of Prussia.—Reuter.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4041.

TO-DAY'S RADIO

Broadcast By Z. B. W.

ON 350 METRES

The following programme will be broadcast by Z.B.W. to-day on 350 metres.

1.48 p.m.—Weather report.
5.56 p.m.—Evening Service relayed from St. John's Cathedral.
Preacher: The Very Rev. Dean Swan, M.A., D.S.C.

7.48 p.m.—Evening weather report.

9 p.m.—Evening Programme. (Parlophon Records supplied through the courtesy of Messrs. Canton Trading Association, Ltd.).

"Quintet A-Dur," Edith Lorand Quintett.
"Incidental Music To Monsieur Beaucadre," Tenor, John O'Sullivan.

"Tales of Hoffman," Edith Lorand Orchestra.
"Still As The Night," Tenor, Karin Branzell.

"Tea For Two," Edith Lorand Orchestra.
"Indian Love Call," Tenor, Merck Weber.

"Siegfried," Tenor, Gotthelf Pistor.
"Carobio ben," Cello Solo, Emanuel Feuermann.

"Love's Festival," Parlophon Streich Orchestra.
"Artist's Life, Waltz," Moscovitz Orchestra.

"Tannhauser," Klaus Nettstraeter.
10.30 p.m.—Close down.

LICENSING BOARD

Re-Appointment of Two Members

ELECTION OF A JUSTICE

Mr. C. D. Melbourne (who is Registrar of the Supreme Court) and Mr. W. L. Pattenden have been re-appointed to the Licensing Board for further periods of three years, the former from Nov. 22, 1928, and the latter from March 23, 1929.

The election, confined to Unofficial Justices of the Peace, of a member to serve for three years vice Mr. J. Owen Hughes, whose term has expired and who is at present absent on holiday, will be held in the office of the Supreme Court Registrar on May 1 from 4 p.m. to 6 p.m. Nominations must be handed to the First Police Magistrate not less than six clear days before the date.

\$1,175 BURGLARY

Mr. A. T. Hamilton's House Entered

EX-SERVANT SUSPECTED

Mr. A. T. Hamilton, school master, Ellis Kadoorie School for Indians, and well known as a "saccer" legislator and former player, has reported a burglary at his house.

Some time on Friday an entry was made at No. 5, Leighton Hill-road, where clothing and jewellery valued at \$1,175 was taken. A house coolie, formerly dismissed, is under suspicion at the moment.

NIGHT HOLD UP

Highway Robbery on Gascoigne-Rd.

MAN WHO LOST \$15

According to a report to the Police, a Chinese, Kwok King-yau, was robbed on Gascoigne-road, Kowloon, by two men who stole \$15. They held him up at 11.30 on Friday night and said they were detectives.

The victim lives at No. 159, Reclamation-street, Yaumati.

Since the passage of a recent Act it has ceased to be anything unusual for a Viceroy or provincial Governor in India to take home leave during his term of office. In the old days this was not allowed and when Lord Curzon went home from India it was a case of laying down the Viceroyalty and being re-appointed on his return rather than taking leave in the strict sense. Lord Reading was the first Viceroy to take advantage of the new Act and went on short leave in 1925. Lord Irwin has been in India for three years and as his health is far from robust, the opportunity of a visit to England in the summer must be very acceptable. It is the rule that the senior Presidency Governor should act for the Viceroy on such occasions. Lord Lytton, from Bengal, acted for Lord Reading in 1925 and Lord Goschen, from Madras, will take Lord Irwin's place on this occasion. He is senior by several years, as regards date of appointment, to Sir Stanley Jackson of Bengal and Sir Frederick Sykes of Bombay.

LETTERS & RADIO

Addresses Which Cannot Be Traced

POST OFFICE LIST

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government building:—

Poste Restante Correspondence.
Mr. M. Amiot, J. J. H. Aarson, M. R. Aytana, Batten & Co., Mrs. V. V. Bedrina, Miss M. Chapin, Madame Clerget, W. E. Carley, Mrs. C. J. Caldwell, Mrs. Chu Yun-kum, A. C. Cunneil, Dr. R. E. Chambers, Madame H. de Coral, Mr. Deofont, Rev. S. J. R. Ensign, Capt. A. E. Hodgins, Italian Bank of China, Mrs. A. Kousietsova, C. M. Karaculanic, P. Ketchum, T. J. Kvwase, Luke Cummings & Co., F. Lapin, R. Light, Madame Master-Bori, Capt. E. Maples (s.s. "Nam Yong"), E. Mackie, Mr. and Mrs. R. G. Mather, Mrs. M. E. McGrath, Miss A. Newton, W. M. Peach, Miss A. Parkes, W. R. Pearce, A. V. Pinson, Mr. Przelowski, J. Pooler, A. N. Seaton, L. D. Taylor, Mrs. A. C. Tinson, Dr. W. Wendt, H. Worham, R. M. Wilson.

Unpaid Correspondence

C. D. Adams, Miss J. K. Cutler, H. W. Dunning, S. L. Sands, Mrs. Clayton Young.

Registered Articles

Haji Abdul Latiff Ahmed, Wm. Basker & Co., James Henry Clay, Madam Chu Yun-kum, Gallin Cheronoff, Miss K. Ellison (c/o H.K. Hotel), G. Hummel (c/o J. P. Bisset & Co.), Kwok Hung-kan (Chinese Gunboat "Hai Yung"), Luke Cummings & Co., H. E. McGowan, Mons. Prezelowski, A. V. Pinson, John Pooler, Henry F. Reiss, Sator de Rogtas, Strip Tack Bros., E. W. G. Wesson.

Unclaimed Radio Telegrams
Haratakuichi from s.s. "Aki Maru," Hing Les (Des Vaux-rd.) from Tungshan.

Kangpalsum from Tchekam, Yewth from Swatow, Smidtoo from Namdinh, Samkoo (c/o Yee Cheong Loong, 232, Third-st.) from Macau, 4100 from Medan, Albertina Esa Remedios from Macau.

6025 from Soerabaya, Mrs. Cheng Fai (11, Yadhong-st.) from Modjokerto.

6785 from Canton, Poachoopan P/A Planters Verceniging from Medan.

Hawpar from Manila, Suitable from Tandajongredh, Sang Mow from Haiphong, Bowalnung Jindoyuen (Dewoux-rd.) from Seattle.

Carmico from Canton, 0006, 3883, 3141, 0171, 5894, 0063, 0577, 0362, 5714, 0005, 2896, 4382, 5281 from Canton.

Moinardeau Bord Perthos from Kwongchow, 0613, 0451 (Wuchow) 3541, 4848, 7193, 6567 from Wuchow.

Salesian from Balikpapan, Camlong from Haiphong, Yauchong from Yunnanfu.

3059 from Pangkalanbrandan, Bolsius Kulmig from "Katori Maru," 6894 from Haiphong.

1347 from Canton, Yeong Yau-cheong (c/o Meng Cheong) from Sandakan.

Theeseng from Bagansapiapi, Yanolite from Sassenheim.

DAILY RETURN

The following are the nationality and numbers of vessels which arrived in and departed from the Colony during the 24 hours ended 9 a.m. yesterday.

	Arrive	Departed
British	5	5
Japanese	4	6
Norwegian	1	2
Chinese	2	4
Danish	0	1
Dutch	1	1
French	2	0
German	2	1
Portuguese	1	1
American	2	0
	20	21

The total number of vessels in port is 69.

WARSHIPS HERE

The following are the warships at present in harbour:—

North Arm, "Kent"; West Wall Dock, "Cornwall"; In Dock, "Seamen," "France," "L15"; Talkoo Dock, "Tarantula"; No. 1 Buoy, "Hermes"; No. 2 Buoy, "Belgol"; No. 3 Buoy, "Fortol"; No. 4 Buoy, "Seraph"; No. 5 Buoy, "Suffolk"; No. 6 Buoy, "Berwick"; No. 7 Buoy, "Petersfield"; No. 10 Buoy, "Sterling"; No. 12 Buoy, "Stormcloud"; "Somme"; No. 13 Buoy, "Thracian"; No. 18 Buoy, "War Pindar"; No. 23 Buoy, U.S.S. "Guam."

Foreign Men-of-War

Foreign Men-of-War: U.S.S. "Guam," French, "Vigilante"; Chinese, "Hai Yu."

Scenic Treasures await you on this New Route



Leave from Vancouver via the route that crosses the Canadian Rockies at the lowest altitude and easiest gradient of all transcontinental lines; yet shows you their mightiest peaks. Thrill to splendid horizons. View the wonders of Jasper National Park; the far-flung prairies; the pastoral, lovely east. See Niagara Falls if time permits.

Daily transcontinental trains, all-steel, featuring delightful daily radio programmes en route. Exceptional dining car service moderately priced. Alternate route from Prince Rupert.

CANADIAN NATIONAL

The Largest Railway System in North America

(SEPARATE AND DISTINCT FROM CANADIAN PACIFIC RAILWAY)

Through bookings on all steamship lines. For rates, literature and information, apply Asiatic Building, Hong Kong.

BEAUTIFUL LEGS

Only the favoured few have been endowed by nature with perfect legs... Slimming cures and gymnastics may reduce your weight but they cannot give you that graceful line nor model just that part of your body—your legs—which you wish improved.

only a

PUNKT-ROLLER

can do this.



Ten minutes daily with the PUNKT-ROLLER is the ideal treatment.

THE PHARMACY

(FLETCHER & CO., LTD.)

Asiatic Building.

Telephone C. 345

DUTCH INDUSTRIES

Facts About Last Fair At Utrecht

The 20th Dutch Industries Fair was held at Utrecht from February 19-23, 1929. The number of participants amounted to 1,151, and the number of visitors is estimated at 75,000.

The results of the Fair were quite satisfactory. British and American business was much interested. On the other hand, a decided reservation on the part of German businessmen was noticeable.

The group "Building materials" and "Roadmaking" was well represented. The sections "Furniture" and "Glass and Earthenware" showed remarkable progress.

The Colonial Section was this time entirely devoted to tea-cultivation.

The number of participants was as follows:—Holland 788, Africa 1, United States of America 46, Belgium 80, Denmark 1, Germany 147, England and Scotland 47, France 42, Italy 6, Japan 2, Norway 1, Austria 31, Portugal 1, Czechoslovakia 3, Sweden 1, Switzerland 5.

The next Fair will be held at Utrecht from September 8-12. The exhibition space in the main building will then be twice as large.

PO HING THEATRE

YAUMATI, KOWLOON.

THE MUI FA DANCING COMPANY

will give

A DISPLAY

on

THE MODERN CHINESE CLASSICAL DANCES, PLAYS AND SONGS

from

MONDAY—THURSDAY

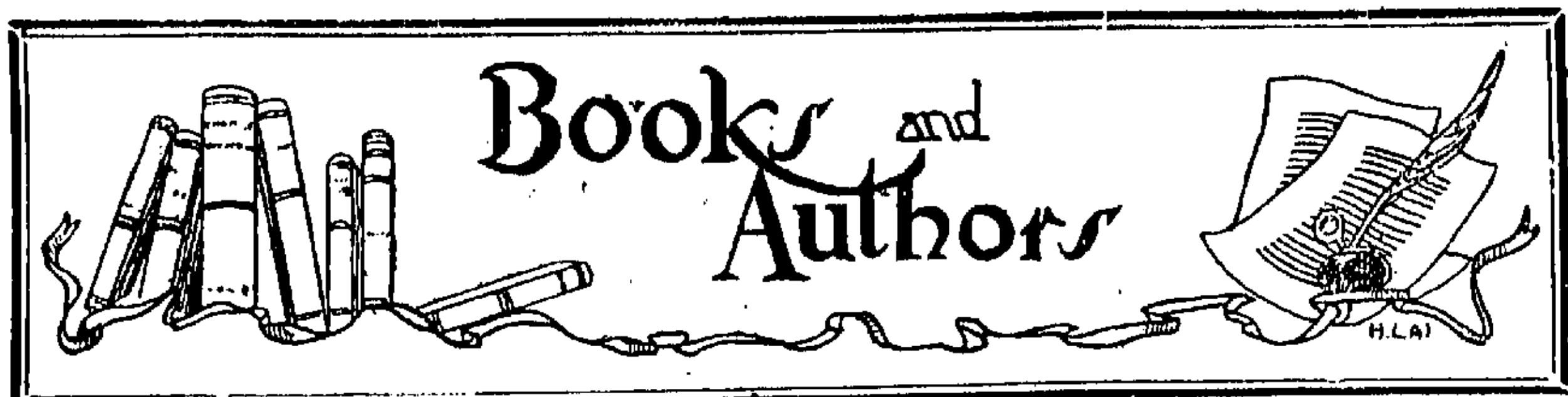
the 22nd—25th April

Day Performance 3 p.m.

Prices: \$1.20, \$1.00 60 cts.

Night Performance 8.30 p.m.

Prices: \$2.00, \$1.50, & \$1.00



THE "CADUCEUS"

Three Noteworthy Articles

The February issue of the Journal of the Hong Kong University Medical Society has just made its appearance.

The high standard is still maintained, if not even improved in some ways. There are five original articles by well-known medical authorities, three of which deserve special mention: they are the articles on (1) eyes, (2) hypnosis and psychotherapy, and (3) lunacy. The remaining two articles are of a different style, one being a report of a case, and the other being hints on a specialised medical subject.

In the order in which the articles appear in the "Caduceus" these articles will be reviewed.

Affliction of the Eye

R. Lindsay Rea, M.D., C.H.M., F.R.C.S., has commenced a series of articles on "Afflictions of the Eye in General Practice," and this first article is admirable in every way. The conditions of diseases of the eye and their treatment is dealt with in a very lucid and simple manner, and this Ophthalmologist, who is a leading Harley Street Specialist in diseases of the eye, deals with this important subject in a way that only a master can, with authority, clearness, and interest. Every medical man will do well to read this article.

Hypnotism: A Study

M. O. Pfister, M.D., M.R.C.S., F.R.C.P., writes an most interesting insight into a branch of medicine which has not as yet reached its deserved place in medicine, no doubt owing to the abuse made of it by quacks. In his article on "Hypnotism and Psychotherapy in Medical Practice," this Neurologist draws attention to this fact. Attention is drawn also to the importance of this subject, its historical interest, its use in everyday life, its application to disease in treatment, and its great possibilities in the future. It is clearly shown that Hypnotism is a branch of psychotherapy, which is seen in everyday life used even in simple ways such as suggestion. Dr. Pfister states that "with hypnosis we are able to produce the most astonishing effects on the circulatory, respiratory, digestive, and glandular apparatus," and he

criticises Freud as being spiritualistic and metaphysical in his dealings with this subject. We are told that "pleasure principle plays a most prominent part in life," and he states that "in some respect psychotherapy can be compared in its results with the confession of the Roman Catholic church. 'Confess and believe,' these two words have a wonderful effect!" The Doctor emphasises that psychotherapy treatment wants a good deal of tact, common sense, skill, psychological understanding and ability to assimilate ones own, with the patient's ideas and feelings and last, but not least, experience in handling the patient. From the Chinese technique of 'face saving' we may learn valuable hints for the use of psychotherapy.

Christian Scientists' Mistake

Our Neurologist emphasises that psychotherapy must remain in the hands of the doctors, whom, he states, are alone able to make a correct medical diagnosis and accordingly to choose the adequate method of treatment. It is stated: "The Christian scientists are to be reproached for the same great mistake" (referring to people attempting to practise this art without medical knowledge, and therefore, no doubt trying to absurdly treat cancer, as a nervous dyspepsia, etc., with terrible results; "only entire lack of knowledge and understanding of physiological and pathological facts gives them the courage to preach the dogma of the omnipotence of mental healing, which of course is absurd." Psychotherapy, he states, should be taken seriously and kept free from all unscientific speculations.

This thesis is well worth reading, not only by the medical profession, but also by the laity, to save them from being treated wrongly by those who have only a little knowledge, which is dangerous.

Major D. W. Beamish, O.B.E., R.A.M.C., relates a very interesting investigation into "A case of Acute Yellow Atrophy of the Liver," which occurred in Hong Kong recently. A clear clinical and pathological report is given together with a clinical chart.

Examination of Blood Stains

E. P. Minett, M.D., M.R.C.S., D.P.H., D.T.M. & H., writes about "Hints on the Examination of Blood Stains," and gives the routine in brief. A very good table is attached which shows that a good deal of experimentation has been done, and

not without reward, for the conclusions to be drawn from them will be of help both to specialised members of both the medical and legal professions.

"Lunacy Made Lucid"

Alexander Cannon, M.A., Ph.D., M.D., C.H.B., gives a most illuminating thesis on "Lunacy Made Lucid," dealing very carefully and thoroughly with both the legal side, and the medical side of this all important subject. A person who had no previous knowledge of insanity, could, after careful study of this article be able to have a sound knowledge of this study of mental diseases. The title well expresses not only the subject, but the powers of the writer in writing lucidly on a most difficult subject. The Law is tabulated in such a way as to be easily remembered; and the study of lunacy itself is so clearly written, as to enable the reader to easily remember the essential facts contained therein. It is interesting to note that Dr. Cannon criticises the Law in one particular, he states, "The so-called legal test referring to moral insanity, which he states to be the most complicated of all insanities, consists in ascertaining whether or not the accused is capable of knowing right from wrong; persons labouring under this form of insanity do know right from wrong, but have irresistible promptings to do wrong. The law is therefore defective on this point." The doctor interestingly relates that, "the sins of the fathers shall be visited unto the third and even the fourth generation; this is proved in fact, and we now know that insanity tends to destroy itself, usually dying out in the third generation either by disease, or recovery." In closing this master essay on lunacy, the author emphasises that prevention is better than cure, and that all forms of insanity have a beginning, which is curable. It is stated that "Epileptic Insanity is the most dangerous of all insanities." The various definitions and differential diagnosis are very good. It would appear that this article could be used by medical specialists, and barristers with advantage for ready reference; and also that students intending to sit for their Final examination in medicine, might pass in this branch of their examination with credit and distinction by mastering this thesis.

Von Behring

The "Editorial" reviews the life

of the great Emil von Behring, the founder of Serotherapy, who died on March 31, 1917. His great motto was "not to heal; to prevent." To von Behring we owe the discovery of diphtheria prophylaxis. Lord Behring died in his 63rd year, and his name will live forevermore. His life is a great stimulus to all those who would get on in life by the fruit of their own labours.

Cramer's "Fever, Heat Regulation, Climate and the Thyroidal Apparatus" is very well reviewed by S.Y.W.

A report of about eighty Journals received from centres of Learning in many parts of the World, speaks of the repute of this Journal.

Personal Notes

Under Notes and Comments, it is stated that Miss Eva Ho Tung, M.B., B.S., D.G.O., D.T.M. & H., has now attained the status of Member of the Royal College of Physicians of Ireland (M.R.C.P.I.), and that the doctor is now in Vienna further specialising in women's work. Dr. K. C. Yeo is welcomed back to Hong Kong, where he graduated, to take up the appointment under the Colonial Office as Assistant Medical Officer of Health. The Pass list for the Final M.B., B.S., examinations shows 29 per cent. passes in Surgery and Obstetrics and Gynaecology; and 38 per cent. in Medicine and Pathology.

Notes of post-graduate study in Vienna are also given.

—H.

BOOKS IN BRIEF

"The Little Yellow House," by Beatrice Burton; Hodder and Stoughton, 7/6.

The little yellow house, grown old and faded, with its tiny yard in which a few flowers fought for life, was a symbol of the life of Mrs. Milburn, and of her struggle to make the house and keep it as home for the ne'er-do-well husband whom she had married against the wishes of her parents, and for her children whose moods and often erratic impulses were not the least of her trials.

Miss Burton tells pleasantly of the gallant attempt to conceal the worthlessness of the father from his family, of the son's impetuous and rather unhappy marriage, and of the declaration of independence on the part of the daughter Emmy which so nearly brought upon her irretrievable disaster, instead of the happiness she eventually found with her poor but honourable man whom she really loved.

The picture of the lives of the shabby-genteel, of the constant humiliation to which they are subjected by rich relations, and of the pathetic effort to show a brave face to the world is true and not too highly coloured.

This is a readable, though not a remarkable novel.

CANADA FORGING AHEAD

FACTS AND FIGURES—By RALPH A. COOPER.

MINING DEVELOPMENT

"Manitoba's pre-Cambrian," the official publication of the Manitoba Chamber of Mines, in its current number gives an interesting statement of the amount of money spent in mining development in the province in 1927 and 1928. The comparative table of mining expenditures places the total for last year at \$4,863,185 compared with \$1,536,619 in 1927.

Pointing out the effect on the general prosperity that prevails in Manitoba this organ gives the wage bill in the province's new mining industry last year at \$1,000,000, the expenditures on groceries, vegetables and meats as \$250,000; explosives, \$179,165; mill machinery and supplies for mill construction \$2,296,000; freight by rail, boat and teams, \$310,000; miners' stores and miners' supplies, \$263,500; hardware, \$205,000; and diamond drilling, \$130,700.

These expenditures together with other less important items make up the grand total of \$4,863,185 expended in the mining industry of the province last year, not taking into consideration the expenditure as a direct result of mining development of \$4,000,000 on the Flin Flon railway on which 2,600 men found employment.

Central Manitoba Mines, it is pointed out, established a record by arriving at production within three years of the commencement of operations and by the close of 1928 had shipped \$460,000 in gold bullion to the Mint. Completion of the Flin Flon railway and the decision to build a branch to Cold Lake brought the base metal properties much nearer to production. With ore in sight to the value of some \$400,000, states the article, Manitoba receives a prominent position wherever future metal production is under review.

Windsor-Detroit Tunnel

Work is progressing rapidly on the construction of Windsor-Detroit vehicular tunnel and this major engineering enterprise is to be completed in 1930. According to Frank G. Engholm, one of the consulting engineers, the work is ahead of schedule time, 35 per cent of the dredging of the trench in the Detroit river being already completed, and the concreting of the section of the river tunnel to be sunk at the foot of Randolph street, Detroit, is nearly completed. The second section of steel tube will be ready for launching shortly, and a considerable portion of the third section has been completed.

Building Programme

According to the Edmonton Journal, Edmonton's prospective building programme for 1929 has already soared close to the \$6,000,000 mark and should easily double last year's figure of \$3,300,000. Included in the Journal's summary of construction in eight are many expansions of mercantile houses, several new apartment blocks, extensions to stores, new hospital wings, a new normal school, a new provincial government administrative building, and contracts for dwellings already awarded to a total of \$300,000.

An outstanding item on the list is a new apartment block which Lombardy Limited has announced, to cost \$1,250,000. A general contract has been let for the new Willingham Apartments, \$145,000. At least \$600,000 and possibly up to \$1,000,000 will be spent, it is expected, on the Government's proposed new administrative buildings. The new Normal school, on the University campus, is to cost \$495,000, while extensions to the University hospital and the Royal Alexandra hospital are set at \$250,000 and \$202,000.

The larger merchandising companies of Edmonton have important plans for expansion. Birks Limited, jewellers, have announced a new \$250,000 store; Hudson's Bay company propose a new \$200,000 warehouse; the T. Eaton company has in mind a \$250,000 mail order warehouse and Woodward's Limited an extension to its store costing \$125,000.

Agricultural implement and machinery companies and the oil companies are broadly represented in Edmonton's 1929 building programme with announced or contemplated construction of warehouses and distributing depots including International Harvester Company, \$50,000; Waterloo Limited, \$50,000; Texas Oil Company, \$150,000; Cockshutt Plough Company, \$80,000; Advance-Rumely Thresher Company, \$175,000 Crane Limited, \$50,000.

Chosen Rhodes Scholar



Edward A. Bence of Saskatoon, Canada, will go to Oxford from Saskatchewan province as Rhodes Scholar for 1929. Bence has won many honours during his school years in Canada and will take a course in jurisprudence while in the British Isles.

Woman Lake Gold Field
Extension of transportation facilities into the Woman Lake gold area of the Patricia district of northern Ontario is foreshadowed in an application to build a light railway from Goldpine, at the northern extremity of Lac Seul, to this rich mining country, being made to the Ontario Legislature by a syndicate headed by George Wright and E. J. Lennox, Toronto Transportation Commissioners.

The projected railway whose completion will greatly expedite the shipment of supplies and cut the freight cost to a fraction of the present rate will link up with the Canadian National Railway at Hudson through the Lac Seul system of waterways.

Great Naphtha Strike
The latest great strike of naphtha laden natural gas in the Turner Valley field is the Home No. 1 well. Blowing into production on Sunday morning, February 10, when the drill had reached a depth of 5,280 feet, the latest news from J. H. McLeod, production manager of the Imperial Oil Company, is that the well is producing around 600 barrels of naphtha per day on the extraction by one separator. The flow of natural gas was increasing and was estimated at about 22,000,000 cubic feet per day.

Mr. McLeod characterized the Home No. 1 as the biggest well he had seen yet in the Turner Valley so far as naphtha production is concerned.

Prof. W. Brown, M.A., B.Sc., A.M.I.E.E., F.R.S.E., will deliver a lecture on "Junior Technical School," in Room "K" of the University Main Building, on Monday, at 8.30 p.m.

The ordinary general meeting of shareholders in the Douglas Steamship Co., Limited, will be held on April 29. The transfer books will be closed from April 25 to 29, inclusive.

The March issue of Messrs. Ellis and Edgar's booklet of figures and quotations of local and other stocks has come to hand.

AMBULANCE CORPS

Arrangements for Duke's Visit

OFFICIAL DETAILS

The following arrangements have been made for St. John Ambulance Brigade in connection with H.R.H. the Duke of Gloucester's visit:—
April 25 at 10.15 a.m. (Proximity of Queen's Pier).—
The following divisions are required to provide one fully equipped stretcher party as follows:—

- Y.M.C.A. Division party—posted on the pavement on the North side of the Hong Kong Bank, War Memorial.
- King's College Division party—under the Verandah on the North side of the Supreme Court.
- Indian Division party—by the Sentry Box at the Blake Pier approach.

April 25 at 10.45 a.m.—

- Kowloon Division party—on the Verandah, over the main entrance to the City Hall.
- St. Joseph's College Division—on the Verandah of Beaconsfield Arcade—opposite the City Hall.

April 25 at 4 p.m. (Polo Ground).—

- Mongkok Division party—West end of the Polo Ground Pavilion.
- Shaokwan Division party—North corner of Moreton Terrace.

April 26 at 3.45 p.m.—

The Y.M.C.A., King's College, Kowloon and Indian Division will provide one stretcher party for the Cricket Ground.

- The Y.M.C.A. Division party will take post at the S.W. corner.
- The King's College Division party at the N.W. corner.
- The Kowloon Division party in reserve on the E. verandah of the Law Courts.
- The Indian Division in reserve on the E. verandah of the Law Courts.

[At the request of the Hon. Captain Superintendent of Police the Kowloon and Indian Divisions stretcher parties will not take post at the N.E. and S.E. corners of the Cricket ground, but go into reserve on the E. verandah of the Law Courts.]

The Brigade will also have a representative company of fifty drawn up at Government House on the arrival of the Duke.



Have your Frigidaire Now

Benefit by its economy as you pay for it

IT'S so easy to have Frigidaire. A visit to our showroom, a selection of model, a small down payment and at once and forever after you'll be independent of ice supply. All your foods will be better kept. You will have plenty of ice cubes for table use. You'll

wonder how you ever got along without Frigidaire.

Come in and see Frigidaire. Get prices, terms, estimates on operating cost. Prove to yourself that Frigidaire is not only a marvelous convenience, but a real economy. Call or phone for a demonstration

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SHIRTS

FEATURING

NEW STRIPES and PLAIN WHITE

in all sizes.

Special Offer \$2.50 and \$3.00.

YEE SANG FAT CO.

The Store That Saves You Money.

The management of the Peninsula Hotel notifies that the usual daily tea dance and dinner dance will not be held on Friday, as the grill room and roof garden have been reserved for the Chamber of Commerce banquet in honour of H.R.H. the Duke of Gloucester. The Hong Kong Hotel roof garden dinner dance and the dance at the Peak Hotel on the same day will be held as usual.

It frequently happens during the summer season that winter clothes are very much damaged by the activities of moths. Customers of the Steam Laundry Company will be interested to learn that these need no longer entertain any anxiety in this connection. During the month of May the Steam Laundry Company are issuing Sanitex moth

proof bags cedarised to all customers sending suits for dry cleaning or blankets for special washing.

MOVEMENTS OF STEAMERS

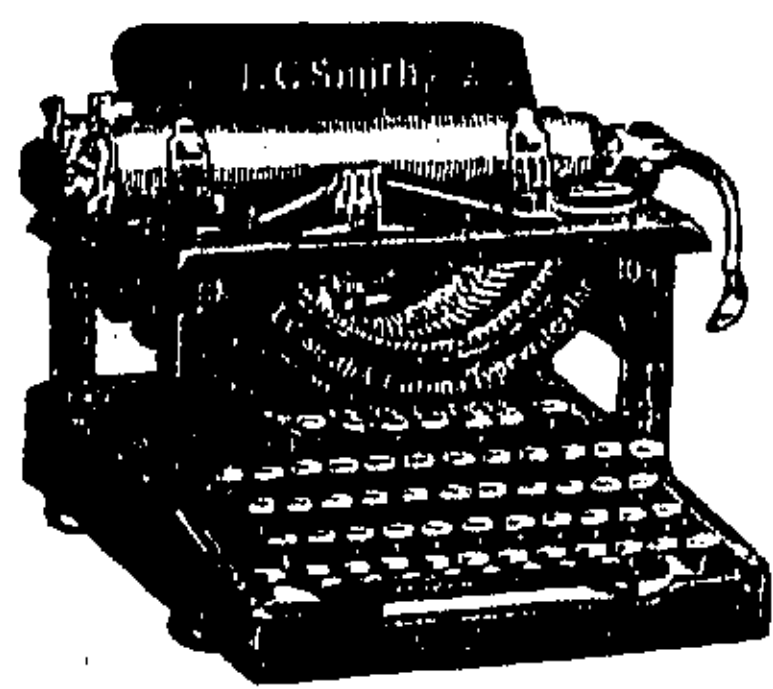
The C.P.S. R.M.S. "Empress of France" from Hong Kong on April 10, left Yokohama on April 13 at 5 p.m., and is due at Vancouver on April 27.

The C.P.S. R.M.S. "Empress of Russia" Capt. A. J. Hosken, R.N.R., will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama at 6 a.m. on May 1 (Wednesday).

Lord and Lady Weir sailed in mail week in the "Aquitania" on their way to Ottawa to attend the wedding of their elder son, the Hon. James Kenneth Weir, to Miss Lucy Crowley. The Hon. John Weir and the Hon. Elsie Weir travelled with them.

L. C. SMITH

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What is wrong Our Social System

Last week I had the pleasure of renewing the acquaintance of a pleasant young fellow whom I first met "up north" some two years ago. He has been here, on transfer, for only a couple of months, yet he has already revolted against Hong Kong's society! "Dave" is an American, young, well-bred and full of "pep." Where he last resided before coming to Hong Kong, he was a welcomed guest at many households. In fact, at the time I first met him, it was considered that no party was complete without "Dave." It is a different "Dave" that I met in Hong Kong. He simply would not go anywhere, although he has been "asked" often. He visited only once in Hong Kong, and now not even wild horses can make him accept another invitation. That he intends to stick to his resolution is evident from his following remark:—

"I now invariably make excuses for dodging visiting other people's houses in Hong Kong. I just can't stand it." Again, what is wrong with our social system that a stranger within our gates "spots" immediately and fights shy of, yet we are blind to? "Dave" would not discuss the matter, but I have no doubt that there are many others in Hong Kong who feel like him and perhaps they would like to air their grievances now that the "cat has been let out of the bag!"

Chinese Club Life Down South

It will probably surprise most people to know that there are over a thousand Chinese clubs, societies and associations in Singapore. They are of all sorts and descriptions. Among those which head the list are the Chinese Weekly Entertainment Club, which includes many leading Chinese who were born down South, and—among its outstanding members—some of the wealthiest Chinese merchants in the surrounding Archipelago. Then there is the Ee Hoe Hian Club, which has a very influential membership drawn from the China-born Chinese community of Singapore. Mr. Tan Kah-kee is one of its leading members.

A glance through the list of societies which are for H.R.H. taking part in the lantern procession for the Duke of Gloucester shows the Chinese capacity for organisation, springing as it does from a highly developed social sense. Every trade in Singapore seems to have its mouthpiece. There is the Mechanics' Guild, the Charcoal Dealers' Society, the Rattan Merchants' Guild, the Chinese Dentists' Association, the Teochew Fresh Fruit Merchants' Guild, the Rope, Hardware and Paint Association, and many others. The wine and spirits trade, the rice merchants, the Siam merchants, tea merchants, piece-goods traders, twakow owners and pawnbrokers are others picked at random from the list. There is even a Hokkien Porcelain Merchants' Society.

Advantage and what is the "Society for Investigation of Commercial Affairs"? asks the "Straits Times." The club and guild life of the Chinese is truly a terra incognita to their fellow-citizens of Singapore. Mah-jongg, amateur theatricals, music and the pleasures of the table are among the purposes for which the clubs exist, and the number of musical groups is particularly interesting. It is to be feared, however, that most of the latter do not penetrate very far into the realms of Western "classical" music. Hong Kong hardly lays claim to such a large number as "over a thousand." Is this an advantage or disadvantage?

When we have men like the Hon. Mr. Markets J. P. Braga, Dr. W. V. M. Koch and other public-spirited gentlemen serving on the Sanitary Board, the Government is bound to receive an "eye-opener" from time to time. At least Tuesday's meeting of the Board, the matter relating to a market for Kowloon Tong was discussed.

The Hon. Mr. Braga took the opportunity of pointing out the insanitary condition of the wooden chopping blocks used by all stallholders. He urged that a substitute be found to replace these germ-absorbing blocks. While it is a matter to be regretted that "Our City Fathers," with their long string of inventive geniuses, have not deemed it advisable to replace the old wooden blocks, there are other more deplorable shortcomings to be found inside a market.

About sixty years ago when Wanchai was thinly populated, being no more than a suburban village, a market was built. It was then a building of which it was justly proud. But sixty years have rolled by, and from a suburban village, Wanchai has blossomed forth into an area vying in importance with the Central district and Kennedy Town. Houses in many respects better than some of those to be found in the "up-town" districts, were built by enterprising landlords. Their foresight was rewarded, for no sooner were the houses complete than they were taken up by residents who had at one time never thought of living in Wanchai. The population of Wanchai today is easily ten times larger than what it was when the Wanchai market was built, and yet the market remains the same. The building, which is no more than thirty feet in height and not large enough to accommodate twenty stalls, is still functioning in spite of the growing population.

If it is the aim of the Government to preserve that building to stand out as a landmark of the Colony, or as a relic, then one must say that the Government has succeeded only too well. What with its low ceiling, small apertures serving as windows, and the drainage system which constantly floods the market, the whole place may well be described as the "Black Hole" of Hong Kong. A visit to the market in the morning or in the afternoon will see a mass of men, women and children fighting—absolutely fighting—to get in or out. The odour emanating from the market is simply fearful, and one must remember that the Naval Hospital and the Wanchai Government School are within a stone's throw from this evil-smelling and din-making place. The Wanchai market is certainly the best relic of Hong Kong, and Messrs. Thomas Cook and Son and the American Express Company would do well to include it in their "Places of Interest to Visit" for the tourists!

The following letter from a firm in Germany was received here by a British concern a few days ago:—

"Dear Sirs,
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It is needless to say that the British firm who received this highly interesting letter has so far refrained from sending a reply. Letters of credit, in these days of business depression, and the banks not so accommodating as they used to be, are only opened to firms of very high standing and only to cover a really large volume of business.

The question has often been asked by returned Chinese students as well as Europeans as to whether it is advisable to send Chinese students of post-graduate class abroad to study. The answer has been the Chinese students would do better for them-

selves if left at home to pursue their study. This may, at first sight, appear to be anomalous, but if one were to weigh the pros and cons of the matter, one would unhesitatingly say "leave them at home and they will be better men for it." It is sometimes a dangerous thing to do to allow young persons to go thousands of miles away from their own home. The change is too big, as often as not when a Chinese boy returned to his native home after a prolonged sojourn in America or Britain, he feels ashamed of his kith and kin. He gets acclimatised to foreign ways, and, in some instances, this does him good, it gives him a wider outlook on life; but, at the same time, he cannot help getting "swell-headed." It is by no means easy for him to return and take up useful work in China after having been for some years in America or Europe.

It is practically impossible for most young men and women to return to the places from which they originally came, and too often they swell the number of mediocres in the large cities, or turn to politics and agitation. Expensive habits have been formed, and often there has been a lack of appreciation of money and comforts provided by someone else, so that many young people find themselves in a trying position when they endeavour to gain a footing in their home country. In spite of the nasty things said of the "Foreign Devils," the well-to-do Chinese are proud to send their sons and daughters abroad to assimilate Western culture. They consider that their social status is enhanced by a visit to foreign lands, and by mixing with foreigners. Many of these young people return with that "little knowledge which is dangerous." Others are obsessed with a sense of their own importance after having been abroad. On the whole, it is better for China to have her younger generation remain at home to pursue their study. There are up-to-date colleges and universities in China and just as good an education can be got in China or Hong Kong instead of travelling thousands of miles for it. And, what is more, it would eliminate the plethora of student-agitators in China, who have already done much harm to China's own cause.

Queen's College Old Boys' Association

The Queen's College Old Boys' Association dinner held last night was a great success. It was, indeed, a happy thought when the Association was first mooted. There is no better way, in our mind, to link the past pupils of a school together than an Association of this nature. A periodical reunion of men who have once been school mates is very much desirable in these days of trade competition. After leaving the alma mater the boys enter into business, some on their own account and some for others. And there are others who have taken up a professional career. Therefore, in the course of their daily business routine, they often come in contact and inevitably must compete against each other. Therefore a social gathering, although it may be once a year, in a surrounding so familiar to them, must revive the old feeling of comradeship, of incidents when they had once stood back to back against outsiders in the defence of the good name of the college, and also of incidents when they had once pitched themselves against each other in sporting and friendly rivalry on the field of sport. Reminiscences of the happy past cannot help but make for closer friendship, and it is this school-boy friendship we should like to see more of the business men feel toward each other. Unfortunately there must be competition in trade, but competition can also be carried on in a friendly and sporting manner. We hope that the past pupils of other schools and colleges will band themselves together and form their own old boys' association of similar lines as the Q.C.O.B.A.

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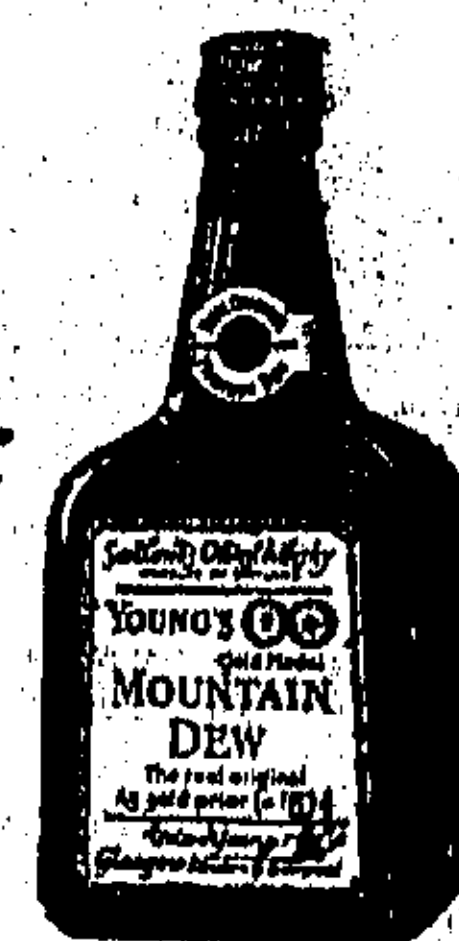


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HONG KONG, SUNDAY, APRIL 21, 1929.

Feared Revival of Piracy

THE Police Department is to be heartily commended in its action on Thursday afternoon in officially communicating through the Press its fears of a revival of piracy with Bias Bay again as the base. According to the official intimation, a former military commander has established himself at Bias Bay, with about 500 men, all armed with modern weapons, for the purpose of piracy and robbery.

A large quantity of cloth, stolen from an unknown pirated ship, was recently sold openly. A pirate leader named Lam Tsui, age about 43 years, native of Fan Lo Kong, has established relations with the bandit gang mentioned above, and these men will probably attempt a piracy in the immediate future.

Almost simultaneously with the receipt of the foregoing information came the news from the Pakkai correspondent of the "China Mail" that since the withdrawal of the garrison when Canton declared for war against Nanking (and the troops have not returned to their posts in this area even though the order for mobilisation was rescinded), the unique, but short period of absolute peace from pirates and bandits has ended. Native craft on that part of the West River near the Kamchuk Rapids have been constantly fired upon by bandits, whose object is to levy toll on passing ships. The outlaws have come out of hiding to pursue their former livelihood, and the junks of a big theatrical company were pirated.

These two warnings, it is to be hoped, have been issued in time to avert any actual disaster of the kind formerly associated with the pirate hordes from Bias Bay. Even so, that they should be found necessary is disquieting in itself. With so much reliable information in their possession it can confidently be presumed that the local Police Department is taking other obvious steps within their own particular jurisdiction to minimise the risk of piracy. And it should be quite sufficient to hint at an equal degree of confidence in regard to our sentinels of the sea, the British Navy. Forewarned in such cases is certainly forearmed, and doubtless shipping companies and masters of coasting steamers will now be on their guard against surprise attacks on the part of passengers who embark at various ports and succeed in taking on board arms and ammunition in readiness for launching such attacks.

It is as well at the moment that the political situation in Canton is tolerably quiet, even without the confidence-inspiring presence of Marshal Li Chai-sum. It is obvious that the potential pirates have re-assembled at Bias Bay after the withdrawal of the Cantonese military and naval forces on the occasion of the recent war alarm—that is, when the ultimatum was sent to Nanking respecting the detention of Marshal Li Chai-sum. It is clearly the duty of the Canton Government, as much in the interests of the Chinese as in those of foreigners, to take immediate measures for once more ridding Bias Bay of its reprehensible and piratical inhabitants. Looking to the present cordial relations between Hong Kong and Canton it should not be necessary to do more than point out in a friendly manner to the Canton authorities what is required of them alike by their own nationals and by foreigners. But, at the same time, some official assurance should be forthcoming without delay that Canton, no less than Hong Kong, is fully alive to the danger of a revival of piracy and fully alive to the urgency of sending a sufficiently strong armed force against the former military commander and his five hundred armed followers who have taken up their quarters at Bias Bay. Nor do the Canton authorities require to be reminded that if they require the co-operation of His Majesty's Forces—Naval or Military—such co-operation shall most cordially be forthcoming.

It is time, indeed, that the menace of piracy were removed forever from the coast of South China. We look to the Chinese authorities, especially those in Kwangtung, to hasten the day when British and other ships will be able to travel in complete safety from one part of the China Sea to the other without the slightest fear of molestation from pirates and bandits.

DUKE OF GLOUCESTER

During this week the whole Colony will be agog with the visit of H.R.H. the Duke of Gloucester. A full programme has been officially mapped out, but it is to be feared that the general public will not be permitted to have more than a fleeting glimpse of His Majesty's son. The programme is stamped with "officialdom" from first to last, even including the banquet to be tendered in his honour by the General Chamber of Commerce and including the games of polo and golf arranged at Fanling. No doubt the Duke is worthy of the best that the Colony can give him in the way of entertainment and sight-seeing. Our reputation for hospitality has to be upheld more than ever when the guest of honour is a member of the Royal Family, even though the Duke himself might personally prefer a less obtrusive and a quieter programme. As to polo and golf, it may be that the Duke would relish these games after being cooped up on board ship, but others may think that he has played enough already and will play enough in future to justify the Fanling stunt being taken out of the programme. In the case of the Chamber of Commerce, which is representative of all classes of industry, it may be relied upon to "do him proud" in the Peninsula Hotel, although the portals of the best Palaces and hotels in the world are always open to him and he need never go hungry. But, with the best will possible to wish His Royal Highness a pleasurable visit to the Colony, it is to be feared that he more than any one else will find the official programme very wooden indeed!

HONG KONG FAIRY STORIES

Hong Kong need not fear a water scarcity after the next shower.

The Volunteer Corps have offered to send an expedition to Bias Bay.

All persons found wasting water will be given whiskey in exchange.

To prevent wrist strain nobody will be permitted to shake hands with the Duke of Gloucester when he arrives.

A reward is to be offered for every mosquito taken dead or alive to the nearest Police Station.

The Government is contemplating launching an anti-mosquito campaign in Kowloon and Taiipo.

An Order in Council is to be published fixing the maximum scale for the sale of cigarettes at all retail places.

Ping-pong, basketball, and judo are to figure on the programme for the entertainment of the Duke of Gloucester.

Consumers of the China Light and Power Co. are dismayed at the prospects of amalgamation with the Hong Kong Electric Co.

The Government has decided to remove all obstacles in the way of electricity being introduced throughout the New Territories by allowing the mains to pass through Beacon Hill Tunnel.

Upon completion of the water pipe across the harbour and the Shing Mun tunnels, it is intended to cut another tunnel from Taiipo to Shing Mun in order to provide transport for mosquitoes without transshipment at Kowloon.

THE "HERALD" CALENDAR

April 24, 1903.—Imperial Chinese Edict issued disarming Roman Catholic priests.

April 24, 1923.—Steamer "Wing Fong" pirated.

April 25, 1884.—Foundation stone of Queen's College, Hong Kong, laid.

April 26, 1917.—Public Meeting in Hong Kong demanded exclusion of Germans from the Colony after the war.

April 28, 1909.—Foundation stone of Hong Kong Seamen's Institute laid by Sir F. D. Lugard.

April 28, 1914.—Piracy on steamer "Tai On" off Kai Au.

In its issue of Friday, the "Hong Kong Daily Press" reported that Mr. Harry Cooper stated in the Donaldson case, at the Central Magistracy, before Major C. Wilson, O.B.E., that "until recently he had been Editor of the 'China Mail'." This statement was not correct. Mr. Harry Cooper has never been Editor of the "China Mail."

WHAT THING

A Home writer rushes into print with an assertion of great interest to picture fans in Hong Kong, Yama-ti, Shamshuipo and New Kowloon. He declares that the typical, normal cinema has become too traditional, too infected with commercialism to allow of music's gaining for itself here a more important position than it now occupies. Music is perpetually doomed to play a secondary part.... etc. If the film itself is the primary object of interest, then the incidental music, whether specially composed for the film or not, should remain incidental; when the roles are reversed and the film accompanies the music, we may, as has been suggested, obtain some interesting and valuable artistic results, but not unless the production is deliberately designed with that end in view. As things are at present, it seems a mistake to over-emphasise a purely subordinate feature.

As a matter of fact, says another writer, "the most appropriate accompanimental music that I have yet heard was during the special 'pre-release' run of Erich von Stroheim's production, 'Foolish Wives,' at the New Oxford Theatre a few years ago, when the musical director eschewed those feverish fortissimos favoured by cinema managers who imagine, apparently, that the orchestra is not earning its pay unless playing loudly the whole time, and maintained throughout the film a tonal level varying from pp to mf. The music (which, I believe, was composed during the production) thus achieved far more subtle and vivid results by means of suggestion than by crude attempts at illustration." Furthermore, one wishes, for purely physical reasons, that those responsible for the various noises off-stage would realise that the most effective method of arresting one's attention during a dramatic climax is not by means of ear-splitting explosions, etc., but by dead silence—which, needless to say, must be carefully timed if its full value is to be obtained.

But music in the cinema is by no means confined to film accompaniment. In most modern cinemas the programmes have developed, or rather degenerated, into a variety of entertainment, of which one of the principal items is the so-called musical interlude. Generally this consists of So-and-So's Symphonic Synopacted Orchestra playing a stupid succession of snippets entitled, "Melodious Moments with Mendelssohn," which, bad enough in itself, becomes intolerable when it proceeds to "Chopiniana" and other acts of desecration.

Or, occasionally, one Chinese may hear a soprano, singing Gounod's per version of the first Prelude from the "48," aided and abetted by that ghastly contradiction in terms the cinema organ, the foundation tone of which is invariable, namely, Chinese Gong and Dyseptic Goat. In case an accusation of exaggeration is made here is a list (culled from the "Daily Telegraph") of the sounds which may be produced from the instrument at the recently opened Regal Cinema at Marble Arch: stockenspiel, xylophone, celesta, vibraphone, sleigh bell, two independent sets of small chimes, side-drum, bass drum, tom-tom, triangle, cymbals, Chinese gong, wood block, tambourine, jingles, castanets, sand block, steamboat whistle, police whistle, thunder, surf, wind howl, rain, aeroplane, slap-on-the-face, Klaxon horn, motor horn, fire bell, telephone bell, bird whistle, horses' hooves, syren, whip crack, ratchet, crockery smash, pistol shot, cannon effect, hand-bell, anvil, and cock-crow. All the above and even worse is due to the mistaken policy of trying to 'give the public what it wants'; in other words, playing down to the lowest common mental denominator.

We cannot believe that the taste of the average cinema audience is quite as bad as this in Hong Kong at any rate—for these pathetic efforts to please rarely succeed in evoking really spontaneous applause. What is required at the present moment is plenty of good, wholesome light music of the type described as "mezzo-brow"—that is, music which is tuneful, interesting, unobtrusive, but easy to listen to, and attractive both to untutored and sophisticated ears—as an example of this, almost anything of Edward German's or the Tchaikovsky of the "Casse-Noisette."

From this beginning there is no reason why it should be impossible to pass on to, say, a Bach Suite, which is bound to 'get across' by reason of its infectious rhythmic vitality. In this way a dual purpose would be served; the public taste would be improved, and the concert-goer for once, hear decent music in decent surroundings for a third of the price demanded for a hard, cramped seat in a building closely resembling a mausoleum and in an atmosphere de-oxygenised with unalloyed gloom.

Those folk in this Late Colony who think that Dinner 9 p.m. is a terribly late hour for dinner should note that the tendency for the London dinner hour to grow later is becoming still more marked and soon, probably, Londoners shall be so Spanish as to dine habitually at the agreeable hour of ten or ten-thirty. At nine o'clock one evening last month the tables at the Embassy were nothing but half filled; people were still coming in to dine at ten and diners were still in progress when the after-theatre parties began to arrive for supper. The result was the congestion on the dancing floor that London seems to love. More and more tables were wedged in until the space for dancing was reduced to the size of a large pocket-handkerchief. Nobody complained. Couples just stood on the same spot and wagged their feet in the modern style. Not until the band began to play some waltzes—the "Merry Widow" and the "Blue Danube" and other dear old friends—did a sufficient number of dancers (?) resume their seats to permit the pre-war generation to display their agility. We in this Colony simply could not walk into the "Peninsula" for dinner at 10 and walk out again at 12—the hour ordained by a Puritanical Government!

A friend who is engaged in the gold-digging line, i.e., insurance, sends the "Singapore Free Press" an effective example of forceful Asiatic phraseology. The Tamil gentleman concerned in trying to rob the Company of its hard earned profits was on a motor-bike and he sent in a letter regarding the accident in which he stated: "I saw a man on a bicycle preceding me. I horned. Suddenly that person looking elsewhere cut me dead. I collapsed flat on the road." And our contemporary's verdict is that he deserves all he can get for the praise-worthy clarity of his statement. It's hardly likely that any of the insurance concerns here would "pay out" on a mere Kowloonite being "cut dead" by a resident of the lofty Peak!

With the departure of the Colony of Singer Madame Amelia Galli-Curci, the famous coloratura soprano, it is timely to observe just how a few of so-called music critics received her renditions in Manila. To talk on musical criticisms while the diva was there would have been highly improper. Or, at least embarrassing. It could have created on the artist who has enthralled world audiences for years a not altogether very agreeable impression. But now that she has gone, we may disclose that a certain daily in Manila published a review by a certain "music critic" which is quoted in part:

"No. I (a) ... lasted one minute; (b) ... one minute; No. II ... 6 minutes; No. III ... 4 minutes; No. V, 55 seconds, (b), 45 seconds, (c) 40 seconds, No. VII ... ten to fifteen minutes. And he finally concluded by saying that it was not worth 'six pesos'."

Without question it would be the height of meanness to evaluate a concert in terms of minutes spent for singing and in the terms of pesos or dollars paid for admission. Anybody for that matter would be surprised to hear of how others had paid twenty dollars for an orchestra seat in the Metropolitan Opera House, and five dollars for standing space, after waiting one or two hours on the line to hear Galli-Curci, when his very heart bleeds to pay six pesos (three dollars) for an orchestra seat in Manila. We wonder just how our critic friend would have felt if he was charged for an admission in proportion to the time and money spent in the education, training, and preparation of the artists for just one of the concerts which she rendered in Manila.—At any rate our musical critics in Hong Kong were kinder and more human in their Press notices!

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Hongkong Sunday Herald.

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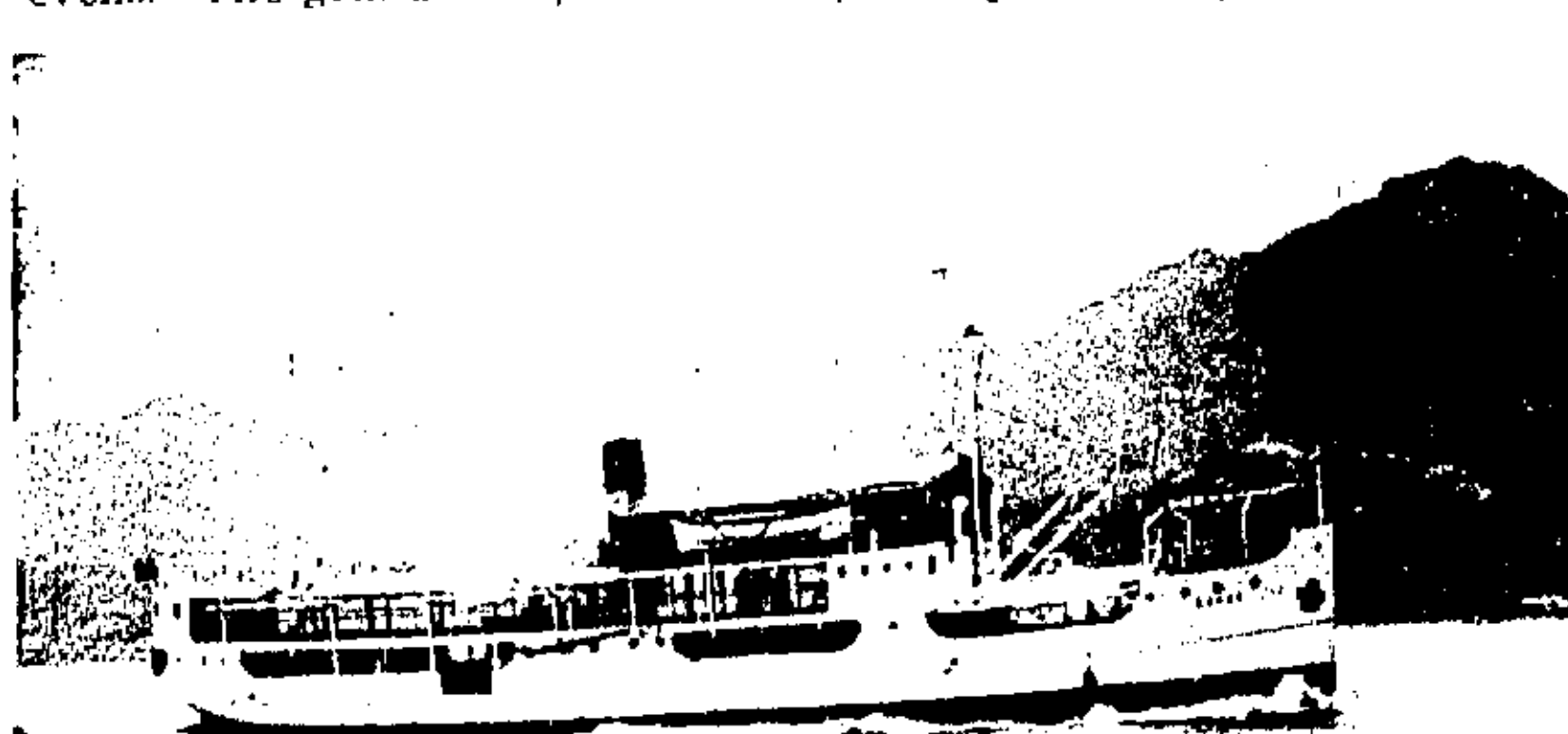
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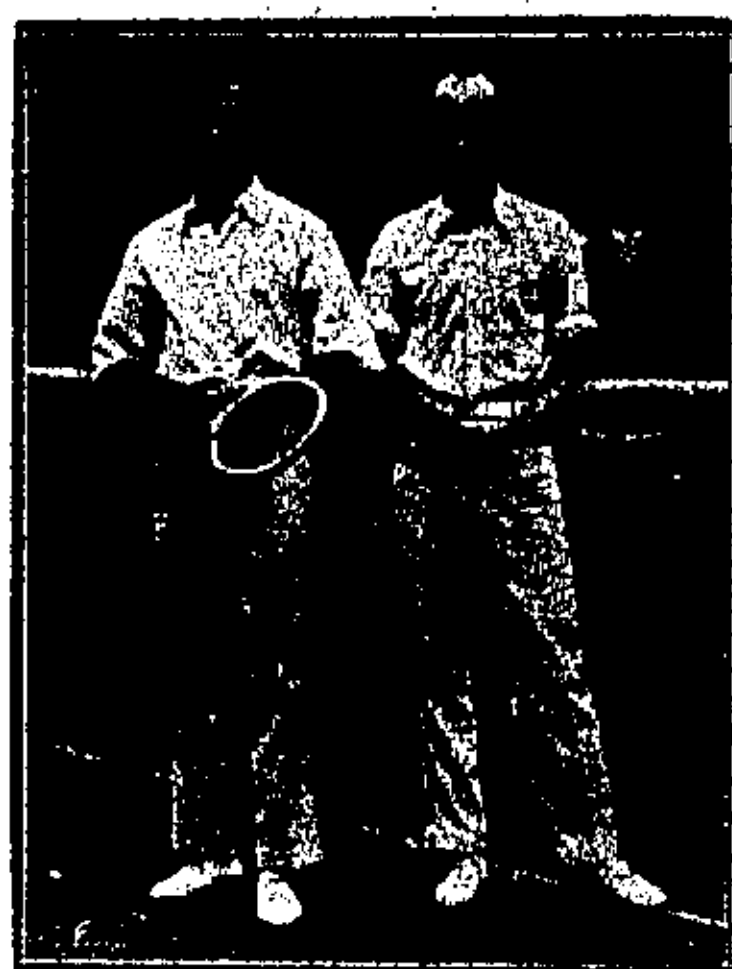
9



ONLY TWO WINNING FAVOURITES IN NINE RACES.—Some of the spectators at the Jockey Club's third extra meeting of the season, in which all "winner" dividends were over evens. The grandstand, seen above, was packed.—(K. Fujiyama).



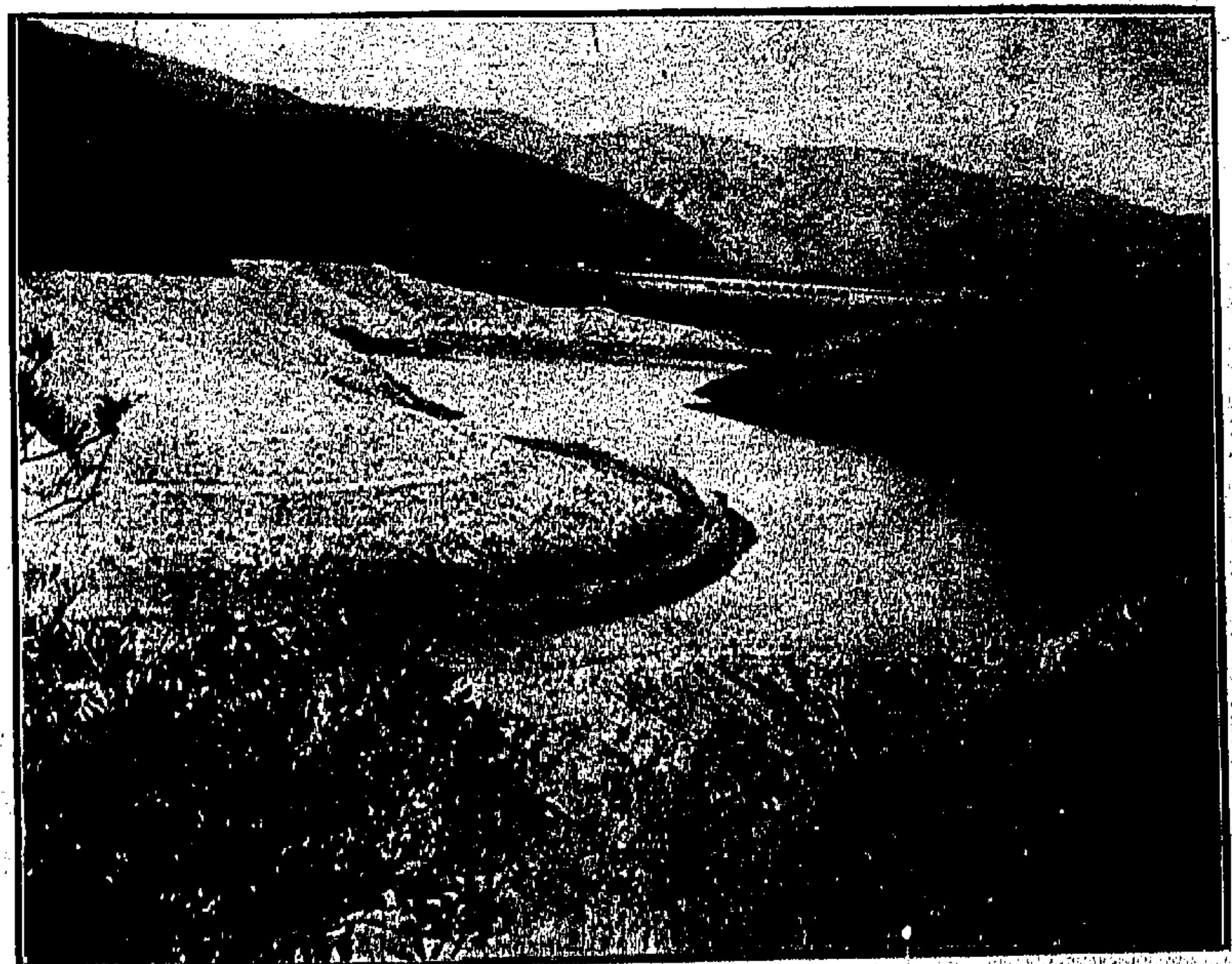
M.S. "SUGBO."—A single screw, steel passenger and cargo motor ship built (and machinery installed) by the Hong Kong and Whampoa Dock Co., Ltd., for the La Naviera Filipina Inc., Cebu, for coasting service in the Philippine Islands. Dimensions are:—154 feet x 28 feet x 11½ feet; d.w. 470 tons; b.h.p. 360; speed 10.4 knots per hour—a credit to Hong Kong's shipbuilding industry.



TENNIS FINAL.—(Right), Mr. M. W. Lo, winner of the open singles championship in the H.K.C.C. annual tournament, who beat Mr. S. A. Rumjahn (champion in 1927) in the final.—(K. Fujiyama).—See photo at right.



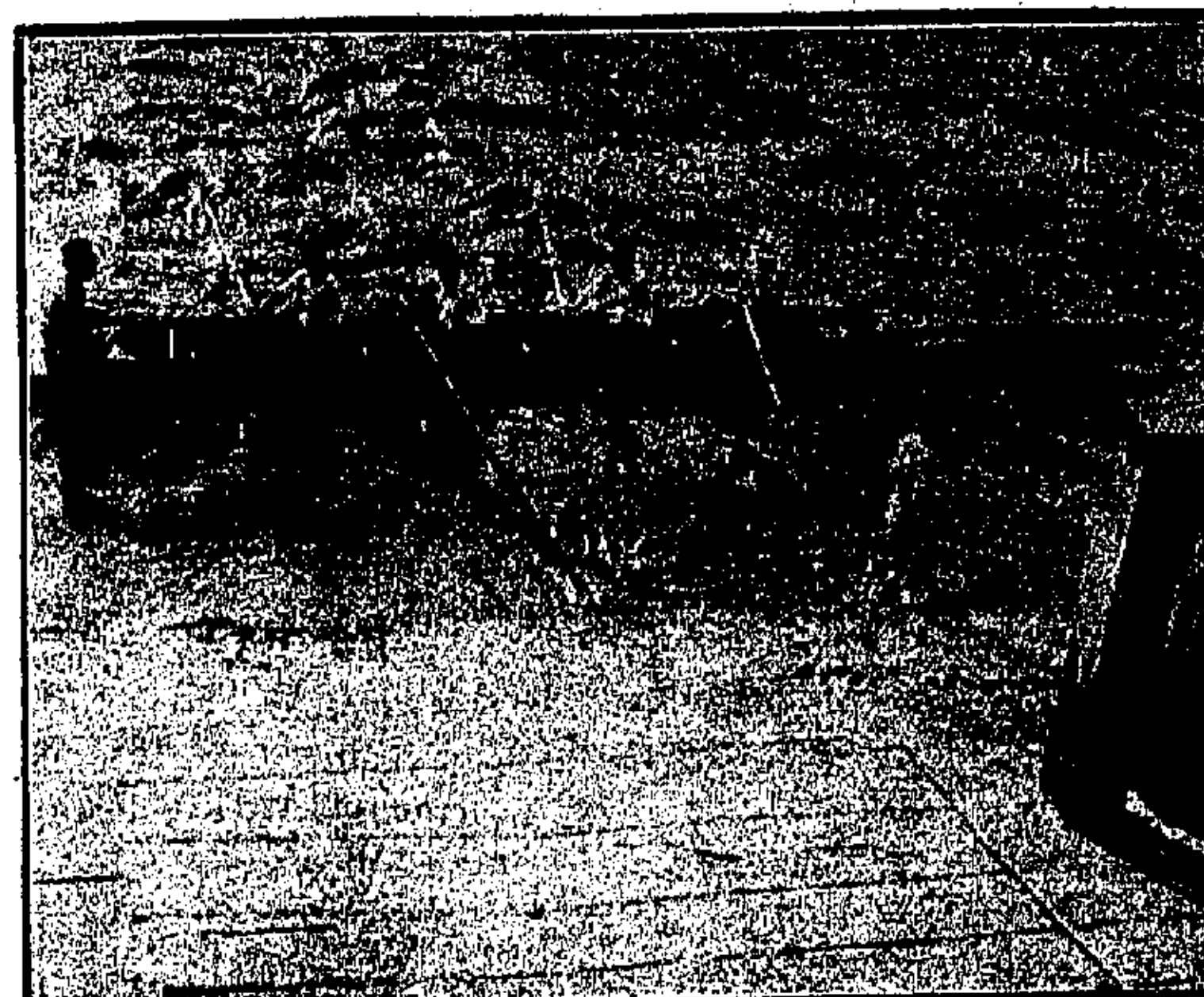
"SPEECH DAY" AT DIOCESAN BOYS' SCHOOL.—Refreshments being served to the visitors last Saturday. Dean Swann is on left side of the table (facing camera). The Rev. W. T. Featherstone (Headmaster) is sitting opposite the Dean.—(K. Fujiyama).



TYTAMTUK RESERVOIR DRAINED BARE.—The dreary appearance of Hong Kong's biggest repository for potable water, caused by the prolonged drought.



A Y.M.C.A. SECRETARY.—Mr. Ko Sik-wai, of the Chinese Y.M.C.A. staff, Hong Kong, with his bride, Miss Y. M. Yeung, at the Hop Yat Church. Mr. Ko is well-known as an all-round sportsman.—(A. Fong).



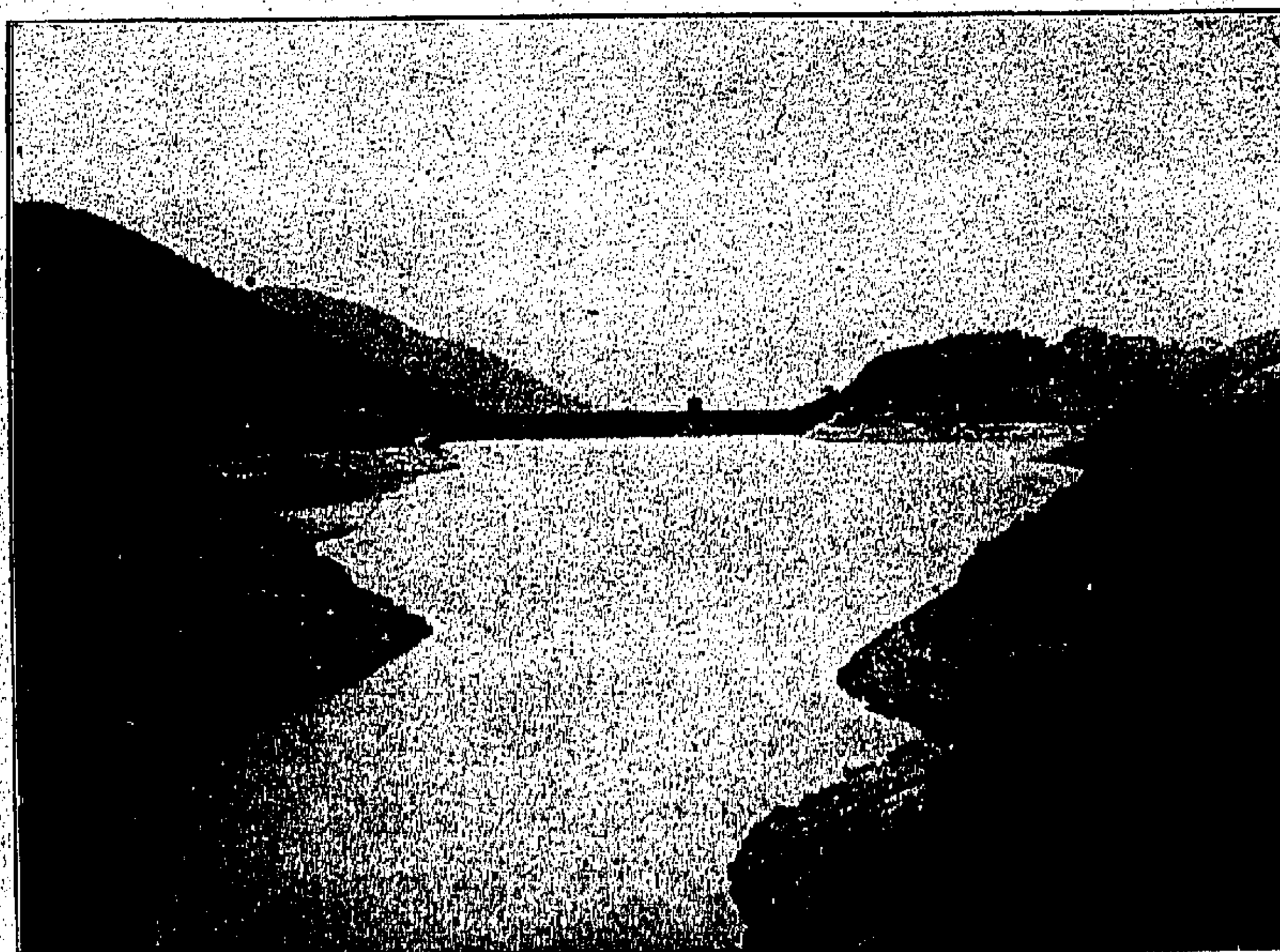
THE WINNING CREW.—Stroked by Alves, at the scratch fours rowing race held last Saturday by the Victoria Recreation Club, in which three boats took part.



PRIZE PRESENTATION.—At the H.K.C.C. annual tennis



THE LONG JUMP.—At St. Stephen's College annual athletic sports last week. The approved style of long jumping is different and the knees should be well up, tucked in.—(K. Fujiyama).



REASON FOR WATER RATIONING.—Tytam reservoir, with much less in storage than is usual at this time of the year. Evidence of the acute shortage.



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HEMMED IN.—At Dr. Cliff's mission hospital in Nanning, Kwangsi. Note the "crow's nest," also the "washing" and the children in the "compound."—Photo taken by Dr. A. Cannon during his travels.—Strict copyright.

tournament. On left, Mr. L. S. Greenhill (bending), hon. sec.; Mr. H. R. B. Hancock (President); Miss Stanion, presenting the prizes; Mr. S. E. Green (the veteran ex-open champion) and Miss Heard, who won the mixed doubles with Mr. Green.—(K. Fujiyama).

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The Woman's Page



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For bathing on the beach

WOMEN'S STATUS IN INDIA

Uphill Struggle To
Emancipation

LADY SIMON'S VIEWS

Lady Simon, wife of Sir John Simon, M.P. for Spen Valley and chairman of the Indian Statutory Commission, has written to a friend in Cleeve-on-Trent, a striking letter on the position of Indian women.

It may be recalled that a few months ago a book by Miss Katherine Mayo on child marriages and the status of women in India aroused world-wide controversy. Lady Simon's letter deals with the same theme. She has accompanied her husband during the whole of his present tour in India, and has made a special study of the position of Indian women.

In Poona recently she was presented with an Address by the Kaiser-i-Hind Chapter of the Imperial Order of the Daughters of the Empire expressing "deep gratitude to you, Lady Simon, for the interest, sympathy, and love" she had shown towards the women and children of India.

Lady Simon's letter, which further reveals this deep interest, states:—

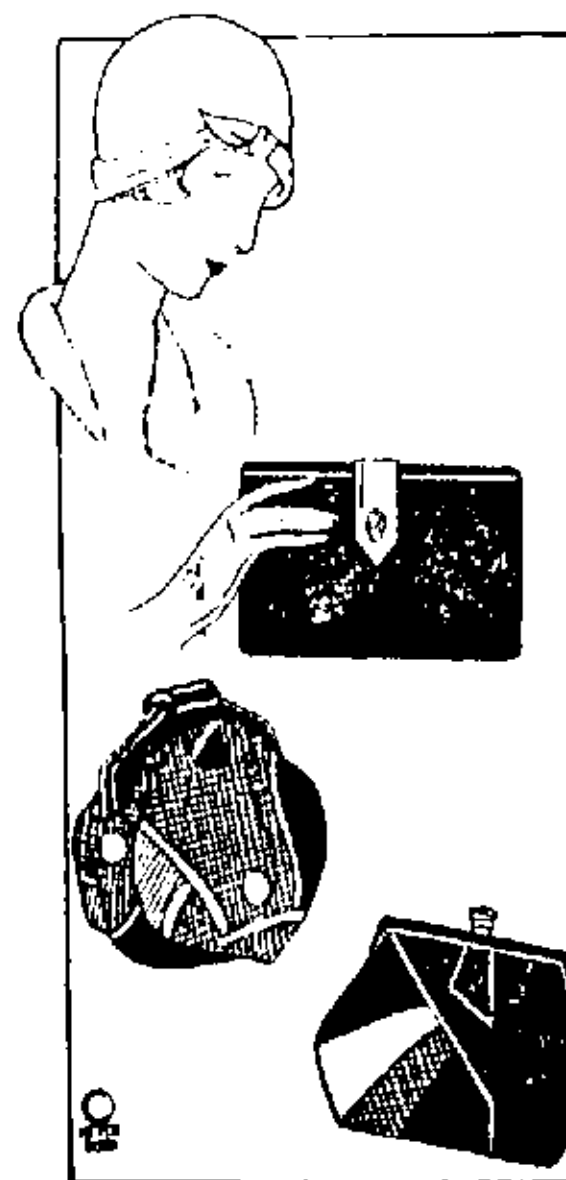
"Though women here have a long way to go before they can enjoy the freedom we have gained in Britain, I am glad that some pioneers have already succeeded in breaking down a few of the old customs which hamper their liberty and usefulness. These women, who are striving to help their sisters to take their place in public life, have a very hard task, not only on account of condemnation by their old-fashioned relatives, who view with horror the emancipation of their sex in any form, but because of the men, who have yet to learn to treat women with respect when they try to do

such work as nursing or teaching in the villages.

When Women Are Free

"English women, both as doctors and teachers, are doing yeoman work in India, both in towns and in country places. The maternal mortality is pathetic, owing to the ignorance of the Dais (midwives) and the youth of the mother who is bearing children when she ought to be playing. Hospitals for women are crowded, chiefly with sufferers from ill-treatment at the hands of the village midwives, and our noble English women doctors and nurses are working at the most terrible disadvantage, due to prejudices, dirty practices, and the incursions of monkeys, who take the food from patients, turn taps on closing gallons of precious water, and tear sheets and curtains, and anything they can lay their hands on to ribbons, and they are never molested because they are sacred."

"There are two million fewer women than men in India. Once women can take their place and play their part in the public life of such a great country as India, then her true greatness will come before the world. Till then the ignorance and superstition which darkens the country and prevents its development will remain, and no progress will be made. Redemption must come from within, but we can point the way by kind sympathy and



Dainty novelties in handbags.

understanding and stretching out our hands to join these struggling women in their effort to reach the light of progress."

Members of the Commission are expected to arrive back in England at the end of the month. In the Spen Valley division, Sir John Simon will contest his seat against a Labour opponent at the General Election. Other members of the Commission who have Parliamentary seats to defend are Major the Hon. E. Cadogan (Conservative) and Mr. Vernon Hartshorn and Major Attlee (Labour).

From the Lowly Lizard



In many of the new Spring modes lizard skin will replace fur as illustrated in this chic three-piece suit. The knee-length jacket is bordered with gray, white and black lizard. Shoes, belt and purse repeat this note and create a costume of unusual attractiveness.

REASONS FOR UNPOPULARITY

Domestic service is unpopular because (among other reasons) it is, unjustly, regarded as very low down in the social scale; because there are no settled hours; because girls are not taught that housecraft is an honourable profession—interesting, safe, well paid—and many of them have no pride in their calling; because maids have fewer opportunities of meeting their friends than girls in other lines of work, and it is hard for a maid whose family does not live near by to meet her men friends at all, except in streets and parks.

There is a suggestion of mixed clubs, where the maid could meet young men, but that subject seems hedged in by difficulties, and, without wishing to be of those whose criticisms are purely destructive instead of constructive, one feels that the organisation needed to form and to manage such a club would almost defeat its own end.

Meantime, one feels sorry for those who have not moved with the times, who are shocked at discovering that the cook, like her mistress, sometimes smokes a cigarette, and are inclined to be indignant that maids of to-day are not as those of yesterday in the matter of clothes, manners, and wages. Though, considering the endless discussions on the modern girl, one might realise that the girl of another class has also changed, and must be judged by more modern standards.

BOOK-LOVERS

AMERICAN WOMEN'S NEW PASSION

(By Constance Eaton)

The modern American woman reads a different type of book and in a different kind of way from the modern Englishwoman. No one who has crossed the Atlantic and observed on the return journey the "jazzy" covers of the volumes behind which the American passengers bury their amazingly neat, smart heads, can doubt this statement for a moment.

Weekly Ration

Thousands of women are to be found in both countries who are great readers—women who live upon books and who would be lost if deprived of their weekly ration of novel, biography, and magazine. But that ration is very different in New York from what it is in London.

This sharp differentiation is of comparatively recent growth; it has, in fact, crystallised only since the war. Until the turn of the century the cultured American woman read more or less what the cultured Englishwoman read, and in very much the same way, except, perhaps, that the American has always taken her reading a bit too seriously, never outgrowing what one might describe as "that school-girl thirst for learning!"

A Profound Change

Until about 1900 there was common literary ground between the two nations. Great writers on both sides were internationally recognised; Edith Wharton was as well-known in London as May Sinclair was in New York. Henry James, born in one country but living and writing in the other, typified the intimate literary and intellectual bond that existed all through the nineteenth century.

But in the first quarter of the present century, that interval in which historical speed has been doubled and trebled by mechanical invention, a profound change has come over America, a change which at the moment has resulted in isolating it intellectually from Europe. For one thing, an infinitely larger proportion of American women are reading; many of these women are the daughters of illiterate or almost illiterate immigrants. The average reading

Spring Enchantment



Youth and sophistication join hands with delightful results in this one of the new Spring evening ensembles. Nile green tulle and sequins create the frock, and the new finger-tip-length wrap adopts a deeper green and gold brocade, completed by the very flattering gray fox shawl collar.

standard has thereby been distinctly lowered.

Book Club Thousands

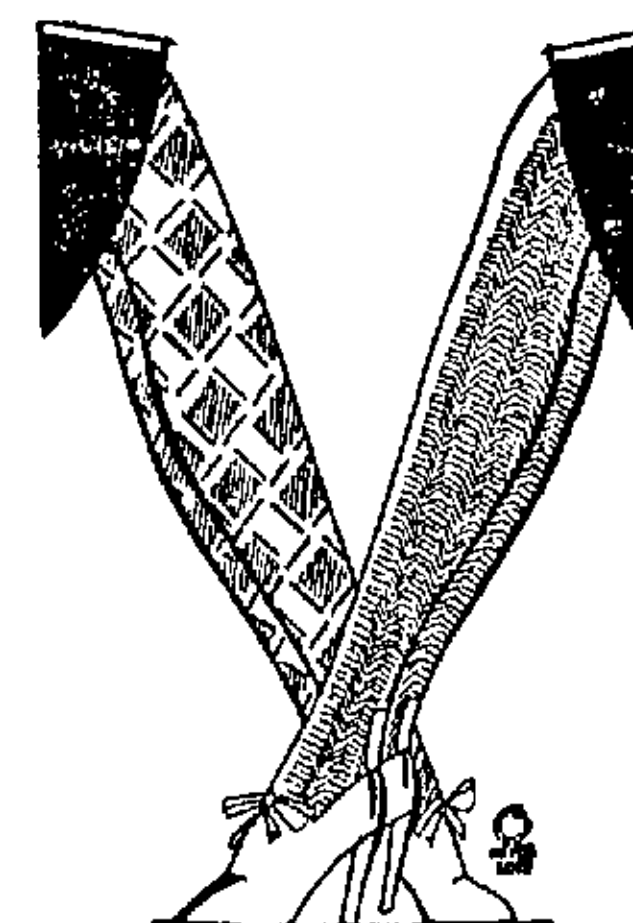
For another thing, American business ingenuity, having exhausted every other mine of financial investment, has suddenly seen the financial possibilities of literature! In a land where readers can be tapped by the million, almost as if they were an oil "gusher," book sales can mean vast fortunes not only to author but to publisher and agent as well. As a result, literature has practically been commercialised during the past decade in America. Witness the "Book of the Month Club,"

with its half-dozen dictators and its reading membership approaching 100,000. This idea has caught on like wildfire, and clubs of the sort are being formed all over the country.

Finally, America has burst into a luxuriance, a cerebral orgy, of self-expression. One literary fad after the other sweeps the country. Just now it is the biography, and all sorts of forgotten nobodies are in process of exhumation to satisfy the passing demand. It is astonishing to find how many women biographers have suddenly sprung into life in New York. They write good, bad, and indifferent books, but they all make fortunes.

All these reasons help to explain why the reading of the American woman is different from that of the English woman. The American has been caught up in the commercialised frenzy of her times. She is bombarded on every side with inducements to join this or that reading club, or to read this or that book. The power of the advertisement and book sales has been too much for her. She reads a book, not for the sufficient reason that she wants to, but because she feels she is obliged to, because she must be "up to date" in literature as well as clothes and manners and house decoration. Unprotecting Readers

The pity of it is that, if only she



Sports stockings for Fanling.

realised the fact, she has the situation in the palm of her hand. Women readers in America are much more numerous than the men; they constitute, in fact, the vast reading majority. One not from them is enough to make publisher and agent tremble. But they patiently take what they are given, and make no protest.

But here, in this haphazard but blessed land, where women firmly refuse either to be hurried or to be dictated to—at least not by outside commercialised forces—we still cultivate the art of reading for its own sake. We still preserve the precious sense of leisure about books as well as other things; and, perhaps, because of our love of gardens and all the quiet and leisure they imply, we still keep that air of wandering among books as one would among flowers, savouring them for no reason but our own personal and private pleasure.—"Daily Telegraph."

CROPS, CURLS AND CHIGNONS

HAIR TO SUIT THE FROCK

Both hats and hair are wonderfully treated at the important dress-shows. Each season our leading designers in London seem to appreciate the value of the proper presentation of models.

Such knowledge is very essential in this year peculiar to remarkable revivals in dress. At one very interesting dress parade one could trace coiffure during many years, from the last century up to the present time. For example, a frock composed of flounces and flowers was surmounted by a coiffure parted in the middle with Victorian ringlets shaking over the ears. An 1880 model in taffeta and ruffles showed hair taken back from the sides into the "Langtry" knot, with a lightly curled fringe on the forehead. An odd 1900 model, with huge sleeves and a circular skirt, revealed hair somewhat aggressively piled on the top, always a top-heavy style as ugly as the dressing of that period. Still, as displayed by an elegant mannequin, it stood for a certain dignity.

Then was shown the first "Bob" and the Eton crop, with those ultra-simple straight-up-and-down dresses that recalled the best we could do in war; to develop in peacetime into the first somewhat bizarre and exaggerated styles from which slowly but surely the graceful variety of the modern mode has evolved.

Never was coiffure so attractive, from the smartest idea of an Eton crop (which is still retained by a very unusual stamp of sports girl), to the new curled-back chignon and lightly-waved sides of white-haired "chic." Fashion is elastic, too; if it is the wish to show an ear—one or two—it is permitted! Some suggest the Madonna type. Tresses can part in centre or side, a fringe or a single curl can be worn across the forehead, or it can be brushed straight back from a forehead.

Youthful Air and Charm for Spring



Here's a sports ensemble which ought to fulfil the most fastidious demands of the debutante. Oyster white crepe de Chine, with a fetching draped embroidered coat in blocks of red and blue, lend an almost indefinable air of distinction which would give the wearer that "air" at any sports gathering.



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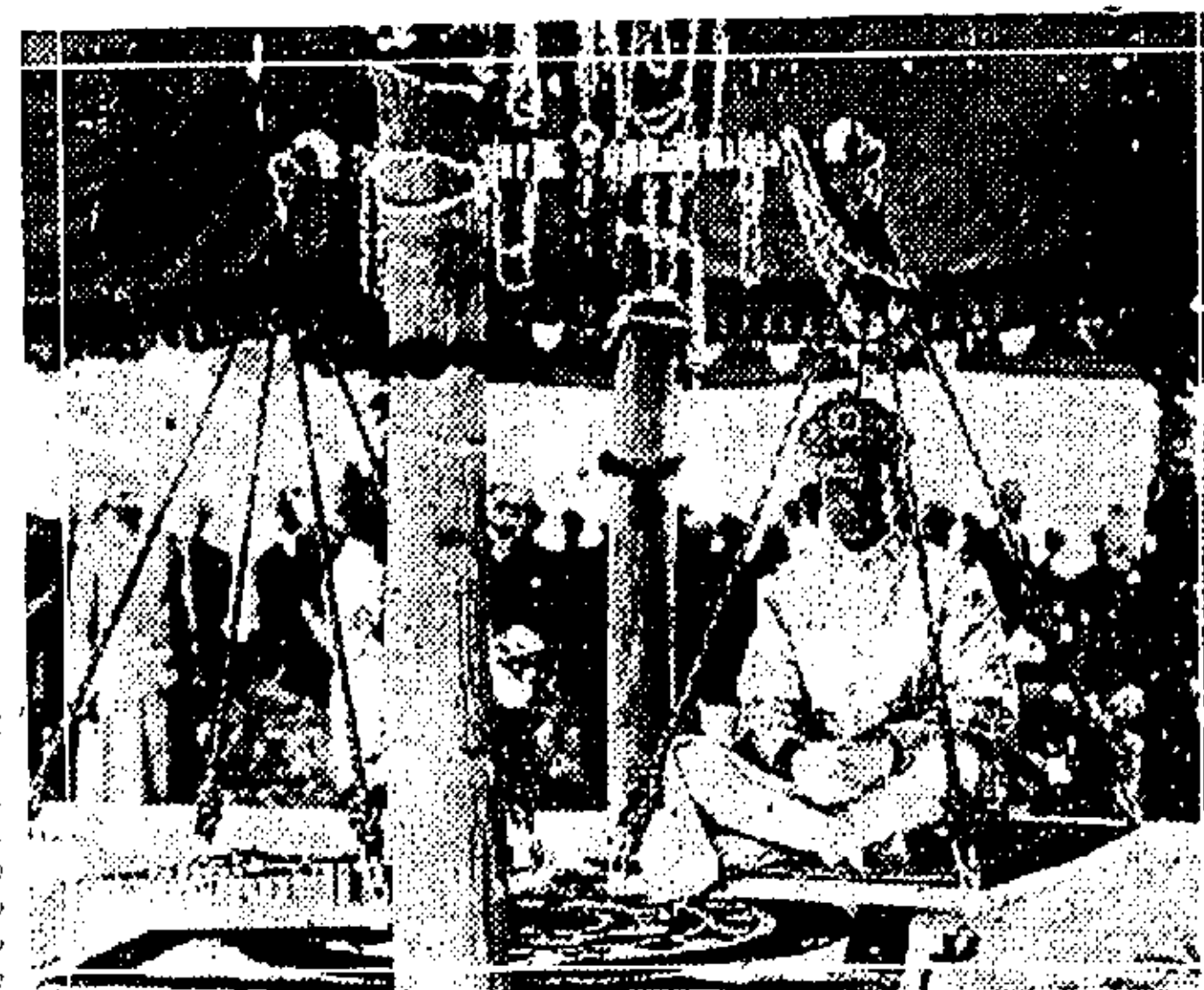
ROUND THE GLOBE IN PICTURES.



The Duke and Duchess of York leaving St. Margaret's, Westminster, after the marriage of the Hon. David Bowes-Lyon, youngest son of the Earl and Countess of Strathmore, to Miss Rachel Spender, daughter of Lieut. Col. Spender, C.B., and the Hon. Mrs. Spender, C.B. The bridegroom is a brother of the Duchess of York.



An ancient custom upheld in modern Japan—a young and beautiful Shinto priestess preparing the carp for offering to the Shrine—in honouring and worshipping the spirits of tribal ancestors and dead heroes. To be a Shinto Priestess is an exceptionally high honour.



An unusual picture of the Maharajah of Alwar, seated on the scales, balanced against his weight in silver coins. During his Silver Jubilee the ruler introduced the pretty custom of giving his weight in silver to the poor of his State. A silver dollar weighs an ounce, so figure out his benevolence.



Golf.—Mary Pickford driving one out on the course.



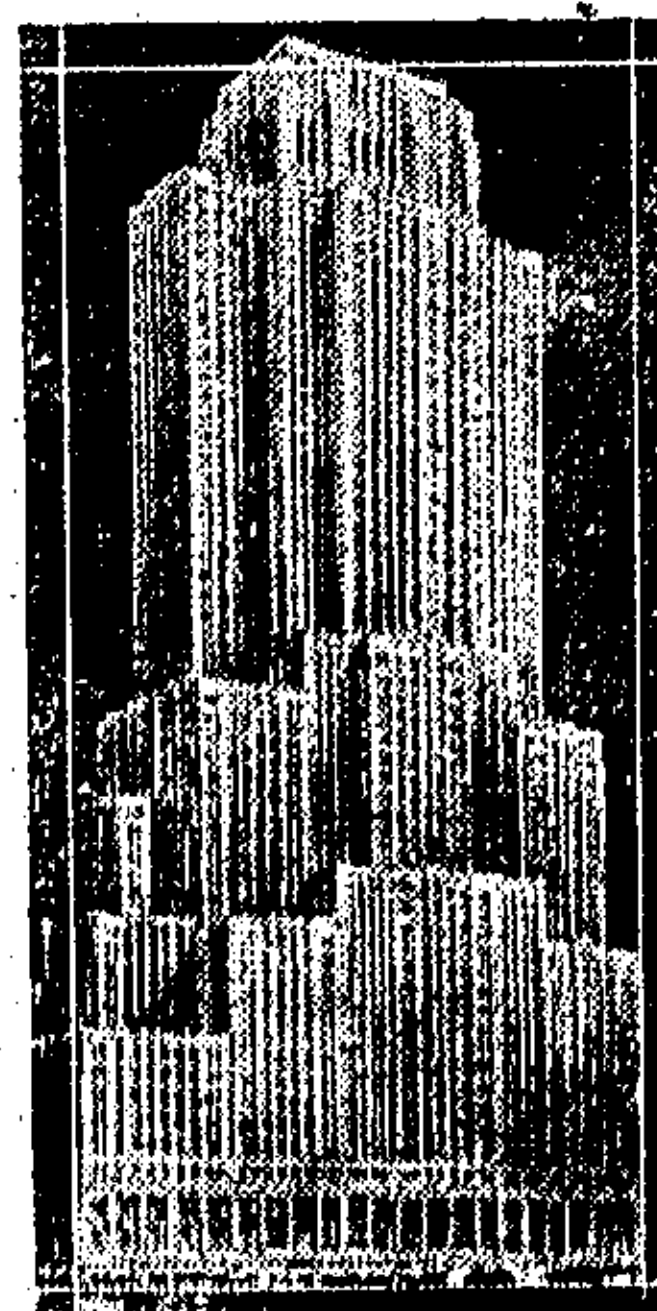
John Hays Hammond, prominent engineer, who was recently presented by the American Institute of Mining and Metallurgical Engineers with the William Lawrence Saunders medal and scroll, the Institute's highest award for achievement in mining.



Castagnicola, Italy.—Tablet to Henrik Ibsen, the "father of the modern drama," recently unveiled here on the island of Ischia, where the renowned Norwegian poet wrote "Peer Gynt." The plaque is the work of the Italian sculptor, Tello Torelli.



Mrs. Louise Thaden, who established the women's altitude record of 20,270 feet.



Architect's drawing of the 50-story building which will rise on the site of the world-famous, historic Waldorf-Astoria Hotel, New York.



Mr. and Mrs. W. K. Vanderbilt, leaders of American society and financial circles, photographed at the Manila Hotel in Manila, where they stopped for a brief time while making a round-the-world tour on their yacht, the "Ara," formerly a British cruiser. Mr. Vanderbilt is collecting marine specimens.



Huge equestrian statue of Premier Mussolini, which will be erected in the Littoriale Stadium, Bologna. It will be 20 feet high. The powerful figure is the work of Professor G. Graziosi, teacher of sculpture in the Academy of Fine Arts at Florence. It will be dedicated in June.



The beautiful twin daughters of Lord Ruthven, Margaret (left) and Alison Mary, whose striking similarity is a constant puzzle to London society. At one time these popular girls worked as mannequins, but each worked only a half a day, because their employer could not tell them apart.



As it was over 400 years ago—the launching of the "Santa Maria," an exact replica of the flagship used by Christopher Columbus on his voyage of discovery to the Americas. This ship was built for the coming Seville Exposition.



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When you have used this dentifrice for a few days you'll notice a vast improvement in the way your gums look and feel. In addition, note how effectively and safely it cleans teeth and helps to protect them from decay. Get a tube of Forhan's from your druggist and start using it today.

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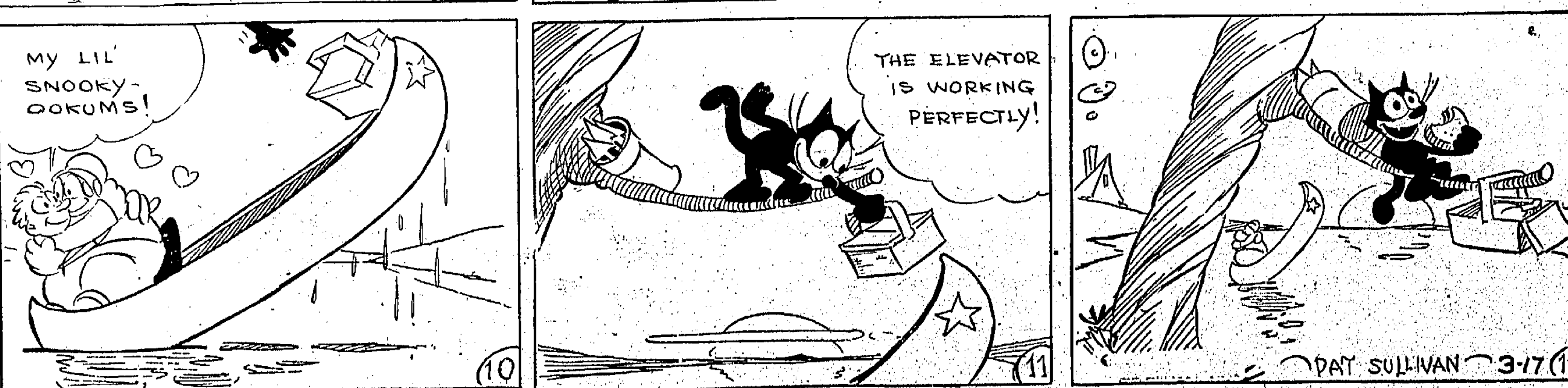
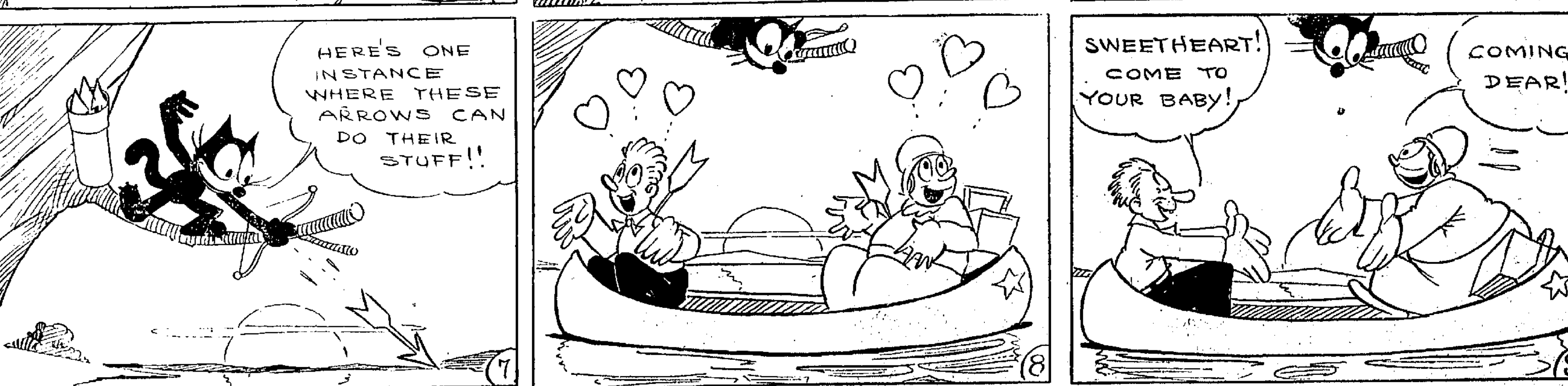
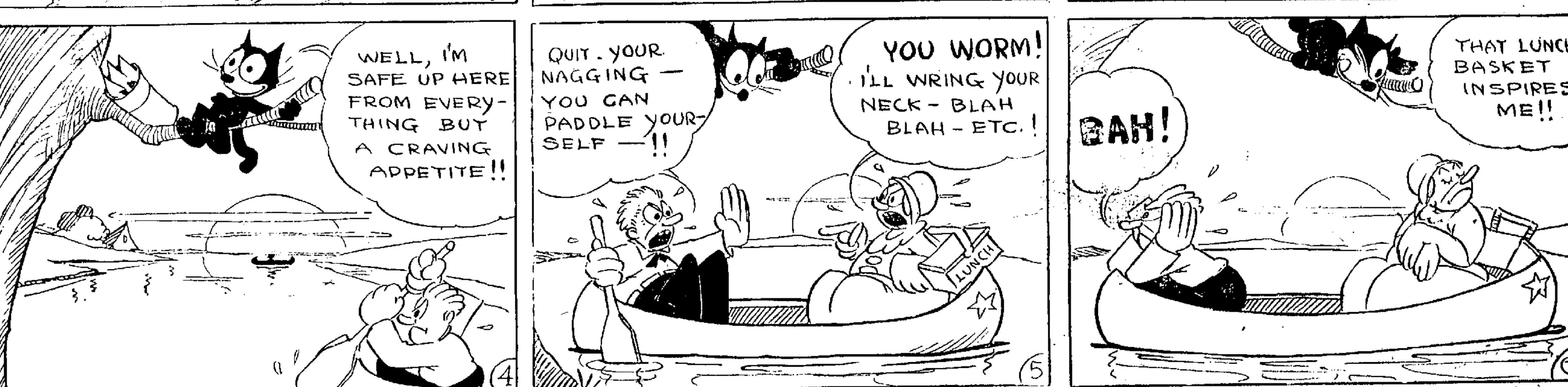
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Music and Melody

GRAMOPHONE NOTES

Comments on Latest H.M.V. Records

For once in a way the best orchestral records have not come from America. The San Francisco Symphony Orchestra, under Alfred Hertz, play Mendelssohn's Wedding March with much less stirring effect than is due—for, after all, 'tis a good march. This performance lacks both rhythm and brilliance. On the other side is the Entr'acte from 'Rosamunde.' We needn't send across the Atlantic for recordings of either work, unless they can be superlative, which these are not (1568).

The Detroit Symphony Orchestra comes off rather better in Chabrier's Spanish Rhapsody, conducted by Ossip Gabrilowitsch. But how poor this Spanish dance material wears! Apparently the monotonous harmonic basis is the cause. Anyhow, I can raise little interest in it save what it has been gingered up by a de Falla—not always then (1562).

After these rather dull beginnings we are roused by a record of two extracts from 'The Fire Bird.' The Princesses play with the Golden Apples and 'The Infernal Dance of Katschei's Subjects,' played by the London Symphony Orchestra, under Coates. This is a brilliant bit of work all round, and makes us hope for more from the same tap (151510).

It is good news that we are to have some of Haydn's Symphonies, played by John Barbirolli's Chamber Orchestra. A start has been made with one of the best—the Symphony in D, known as the 'London.' There is delicacy, with some real pianissimo playing, and excellent clarity. In the Finale I should have liked a little more pace; we have the allegro without the spirit. And there is a tendency—strangely common among even the most experienced conductors—to slow down the time slightly during quiet passages in longer notes. This Finale is one of those in which the composer draws on Croatian folk-tune, and a bit more vigour—even roughness—would not have been amiss. But, all round, the Haydn series has made a capital start (C1608-10).

Scoring both brilliant and elusive is the main interest in Ravel's 'Alborada del gracioso'—a transcription by the composer of one of his early pianoforte works. It is well played by an unnamed orchestra (presumably French), conducted by Piero Coppola (D 1594).

A good sample of light orchestral music is a record of Mark Weber and his players in arrangements of Sinding's 'Rustle of Spring' and a 'Waldteufel Waltz' (C1630).

Chamber Music

The only chamber music record is of Frank Bridge's Idyll No. 1, played by the Virtuoso String Quartet with all the vividness and contrast we expect of that fine party (C1593).

The pick of pianoforte records is one of Bachhaus in four Chopin Etudes—Nos. 1 in A flat, 12 in C minor, 2 in F minor, and 11 in A minor. As usual with Bachhaus records, the tone is far above the average. The playing is tip-top. The only fault findable is that the pace of the F minor study is excessive (DB1178).

FUNCTION OF MUSIC

Ideas of a German Composer

In 'Das Orchester' (January 15), Robert Henrich writes:

"The 'Berliner Tageblatt' had asked a number of well-known artists how they would address an audience of school-children (age twelve or thereabouts) on the subject of their own life and works. The composer Kurt Weill availed himself of the opportunity to outline the following discourse:

"I have just played to you music by Wagner and by his followers. You have seen that this music consists of so many notes, that I was unable to play them all. You would have liked now and then to join in singing the tune, but this proved impossible. You also noticed that the music made you feel sleepy, and drunk, as alcohol or an intoxicating drug might have done. You do not wish to go to sleep. You wish to hear music that can be understood without explanation. You probably wonder why your parents attend concerts. It is, with them, a mere matter of habit: nowadays, there are matters of greater interest to all; and if music cannot serve the interests to all, its existence is no longer justified. . . . Brecht and Weill have asked themselves what the function of music should be in stage-plays, and come to the conclusion that music should not cooperate in the action, but only interrupt it in suitable spots."

The concert programme is as follows: Selection by the Band of H.M.S. "Kent." Selection from 'The Gondoliers'—(a) 'For the Merriest Fellow are we' Mr. Parker and Chorus; 'When a Merry Maiden Marries' Mrs. Tinson and Chorus; 'A Regular Royal Queen' The Chorus (Mrs. Tinson, Mrs. Davenport Brown, Mrs. Bellamy, Miss Hancock, Mr. Anisla, Mr. Brock, Mr. Green, Mr. Griggs, Mr. Barker). Humorous: Mr. W. A. Hannibal, Song-Scene 'Fairies from the Moon' Mrs. O. C. Womack, assisted by Miss Rachel Wong, Miss Phyllis Gittins, Miss Helen Ho, Miss Mavis Glendinning. Humorous Song: Mr. V. C. Labrum. Conjuror: E.R.A. W. J. Mahoney. Interval—Selection by the Band of H.M.S. "Kent."

Banjo Solo: Mr. Hughes. Jockey Dance: Miss Rachel Wong, Miss Stella Ho, Miss Phyllis Gittins, Miss Helen Ho, Miss Mavis Glendinning. Humorous: Mr. G. W. C. Burnett. Song 'Glorious Devon' Mr. R. A. Green. Concertina Solo: Mr. W. Potts. 'On a January in Somersetshire' from 'Tom Jones' Mr. Brock and Chorus; 'The Yeomen of England' from 'Merrie England' Mr. Green and Chorus. Finale 'Land of Hope and Glory' Mrs. Womack.

Accompanied—Mr. Griggs, Mr. F. Mason, Mr. G. Grimble and Mr. H. J. Fountain. Band of H.M.S. "Kent" by kind permission of Capt. J. Wolfe-Murray, D.S.O., R.N., and Officers.

The Band and Bugles of the 1st Battalion, the Somerset Light Infantry will play the following programme of music on the Hong Kong Cricket Club's ground (by courtesy) at 5.30 p.m. on Tuesday:—

1. Fanfare of Bugles.
2. The Retreat.
3. March, Sambre et Meuse.
4. Bugle March, Wind.
5. Descriptive Piece, The Ride of St. George.
6. Bugle March, Old Faithful.
7. Grand Fantasia of English Songs, The March, Marching thro' Georgia.
8. Rule Britannia.
The Evening Hymn.
Regt. March—Prince Albert God Save The King.

Piquant fiddling is that of Renee Chemet in Chabrier's Album Leaf and a Berceuse by a composer labelled as 'Groolez', but who is probably Grovlez (DA812); and of Kreisler in Albeniz's Tango and de Falla's Spanish Dance from 'La Vida Breve' (DA1009).

I cannot find much that is interesting in a couple of cello solos by Tartini and Valentine, arranged by Salmon, and played by Beatrice Harrison (B2896).

Mark Hambourg does well in playing Debussy's 'Claire de lune', and then lapse with a couple of shanties—'Shenandoah' and 'Billy Boy.' We have already been over-shantied and over-spiritualised; heaven forbid that pianists should now take up the craze! With the aid of words and good singing many were enjoyable, but the musical interest is too slight to stand instrumental transcription (B2935). (Is the supply of good, unrecorded pianoforte music running short? And violin music? A month or two ago we had Kreisler playing 'The Old Folks at Home'; and his two solos mentioned above are both transcriptions. At a recent Albert Hall recital he played a long programme in which hardly an item was genuine violin music.)

A number of important choral records—Westminster Abbey, Westminster Cathedral, and Leeds Festival choirs—have been issued, but copies have not reached me. I mention this so that readers may understand why they are not reviewed—writes "Discus" in the "Musical Times."

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ST. GEORGE'S DAY

Arrangements For Local Celebration

ADDRESS TO BE BROADCAST

The legend of St. George can be traced to the year 303 when he rebuked Diocletian for his persecution of Christians and himself suffered martyrdom for his opposition to the decrees against Christianity. St. George is also associated with the Order of St. George, now known as the Order of the Garter, which was established on April 23, 1348. The familiar episode of St. George killing the dragon is symbolic of the triumph of Christianity over evil and the symbol was first worn by the Knights of the Order by a kind of medallion.

Local Arrangements
At 11 a.m. on April 23, the President of St. George's Society will lay a wreath on the Cenotaph. The Committee hope that as many members as possible will attend.

By kind permission of Lt.-Col. C. H. Little, D.S.O., and Officers the Buglers of the 1st Bttn. Somerset Light Infantry will sound "The Retreat" on the Cricket Club ground (by courtesy) at 5.30 p.m. (weather permitting).

At 7 p.m. the President will broadcast the telegrams received from fellow-Societies and an address to Englishmen.

The President, Committee, and members of the Society will be "At Home" to M.M. Forces at 8 p.m. in the Lec Theatre, when they will be entertained to a smoking concert.

The Committee hope that as many members will attend as possible. The concert will be broadcast.

The broadcasting will be Z B W on 350 metres sharply tuned.

CONCERT PROGRAMME

The concert programme is as follows:

Selection by the Band of H.M.S. "Kent."

Selection from 'The Gondoliers'—(a) 'For the Merriest Fellow are we' Mr. Parker and Chorus; 'When a Merry Maiden Marries' Mrs. Tinson and Chorus; 'A Regular Royal Queen' The Chorus (Mrs. Tinson, Mrs. Davenport Brown, Mrs. Bellamy, Miss Hancock, Mr. Anisla, Mr. Brock, Mr. Green, Mr. Griggs, Mr. Barker). Humorous: Mr. W. A. Hannibal, Song-Scene 'Fairies from the Moon' Mrs. O. C. Womack, assisted by Miss Rachel Wong, Miss Phyllis Gittins, Miss Helen Ho, Miss Mavis Glendinning.

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Humorous: Mr. G. W. C. Burnett. Song 'Glorious Devon' Mr. R. A. Green. Concertina Solo: Mr. W. Potts. 'On a January in Somersetshire' from 'Tom Jones' Mr. Brock and Chorus; 'The Yeomen of England' from 'Merrie England' Mr. Green and Chorus.

Finale 'Land of Hope and Glory' Mrs. Womack.

Accompanied—Mr. Griggs, Mr. F. Mason, Mr. G. Grimble and Mr. H. J. Fountain. Band of H.M.S. "Kent" by kind permission of Capt. J. Wolfe-Murray, D.S.O., R.N., and Officers.

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6. Bugle March, Old Faithful.
7. Grand Fantasia of English Songs, The March, Marching thro' Georgia.
8. Rule Britannia.
The Evening Hymn.
Regt. March—Prince Albert God Save The King.

LOCAL AMAZON

Alleged Assault on P.W.D. Official

WONG-NEI-CHONG VILLAGE
Mr. R. E. Stott, Land Bailiff of the Public Works Department, prosecuted a Hakka woman of Wong-nei-chong village (at Happy Valley) at the Magistracy yesterday for alleged assault. He stated that he was supervising a gang of workmen at the time and that the woman, who was occupant of a hut, tore his jacket and scratched his face.

The woman having stated that her hut was being pulled down without notice, Mr. E. W. Hamilton ordered a demand for her to produce her witnesses.

The Hon. Treasurer of the St. John Ambulance Brigade acknowledges receipt of the following donations to the funds of the Brigade:—Sir Robert Ho Tung \$200, Mr. Kwok Hin-wang \$25.

Friday's rainfall up to 4 p.m. was 0.01 inch and up to 4 p.m. yesterday it was 0.04 inch.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
Of the Sale by Public Auction to be held on MONDAY, the 22nd day of April, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Cheung Sha Wan, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

No. of Sale.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1.	Lot No. 1217, Cheung Sha Wan, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.	1,274	6	750

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
Of the Sale by Public Auction to be held on MONDAY, the 22nd day of April, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

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75 ARTISTES

Sig. Carpi's Italian Opera Co.

AT STAR THEATRE

Owing to unforeseen circumstances, Signor Carpi's Italian Grand Opera Company will open a brief season commencing Wednesday at the Star Theatre and not at the Theatre Royal as previously announced. The opening piece will be "Il Trovatore" and will be followed on consecutive nights and in the order named, by "Rigoletto," "La Tosca," "Traviata," "The Barber of Seville," "Madame Butterfly," and "Lucia di Lammermoor." There are seventy-five artistes in all and the company includes twelve stars, a full orchestra, chorus and ballet.

One indication of the rather striking success of the Carpi Company at Shanghai is the high praise given it by Mr. O. M. Greene, of the "North China Daily News." Writing in that publication this critic says in part: "The visit of the Italian Opera Company sets one thinking once more on the extraordinary genius and career of Verdi, who, without disparagement of others before or since, is naturally the synonym for all Italian Opera. The praise already given them in individual notices of their productions is not a whit too high. Never in Shanghai have we heard so fine a band of principals, and never has Signor Carpi collected so good a chorus and orchestra. The high level of general excellence is amazing."

Santa for the entire season may be booked in advance at Moutries or the Star Theatre.

A Band concert by the K. O. S. B. will be given in the Peninsula Hotel roof garden next Sunday, April 28, at 9.15 p.m. admission will be \$1.50 and tables or seats may be reserved at the Hong Kong, Peak, Repulse Bay, or Peninsula Hotels.

The Mui Fa Dancing Company will give a display of modern Chinese classical dances, plays, and songs from Monday to Thursday at the Po Hing Theatre, Kowloon.

PENINSULA HOTEL.

GRILL ROOM AND ROOF GARDEN.

FRIDAY, 26th April, 1929.

WE beg to notify Patrons that the usual Daily Tea Dance and Dinner Dance will not be held on the above date as the Grill Room and Roof Garden have been reserved for the Chamber of Commerce Banquet in honour of H.R.H. the Duke of Gloucester.

Hong Kong Hotel, Roof Garden Dinner Dance as usual.

Also, on this date, dance at the Peak Hotel.

THE HONG KONG & SHANGHAI HOTELS, LTD.

FANLING HUNT

STEEPLECHASES

TO-DAY,

21st APRIL.

FIRST RACE

3 p.m.

Admission to Public Enclosure \$1.00 (Soldiers & Sailors in uniform half price). Cars parked on course \$10.00 each. Special train leaves Kowloon 8.50 p.m. Returns 6.27 p.m.

First class return fare including admission to Public Enclosure \$2.00.

Free parking for cars.

HONG KONG JOCKEY CLUB.

THE FOURTH EXTRA RACE
MEETING will be held (weather permitting) at Happy Valley on SATURDAY, April 27, 1929, commencing at 2.30 p.m.

The first bell will be rung at 2 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each, up to Friday, April 26, 1929. The charge for admission for Ladies to the Members' Enclosure will be \$2.

Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tic Tac Men, etc., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meetings.

No children allowed in either enclosure on any pretext.

Hong Kong, April 20, 1929.

"Boy! My Usual Marchant & Soda."

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TASTED,
ALWAYS
ORDERED.

MARCHANT'S

GOLD LABEL

WHISKY

BUY A BOTTLE TO-DAY.

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It behoves you to take the greatest care in your children's diet

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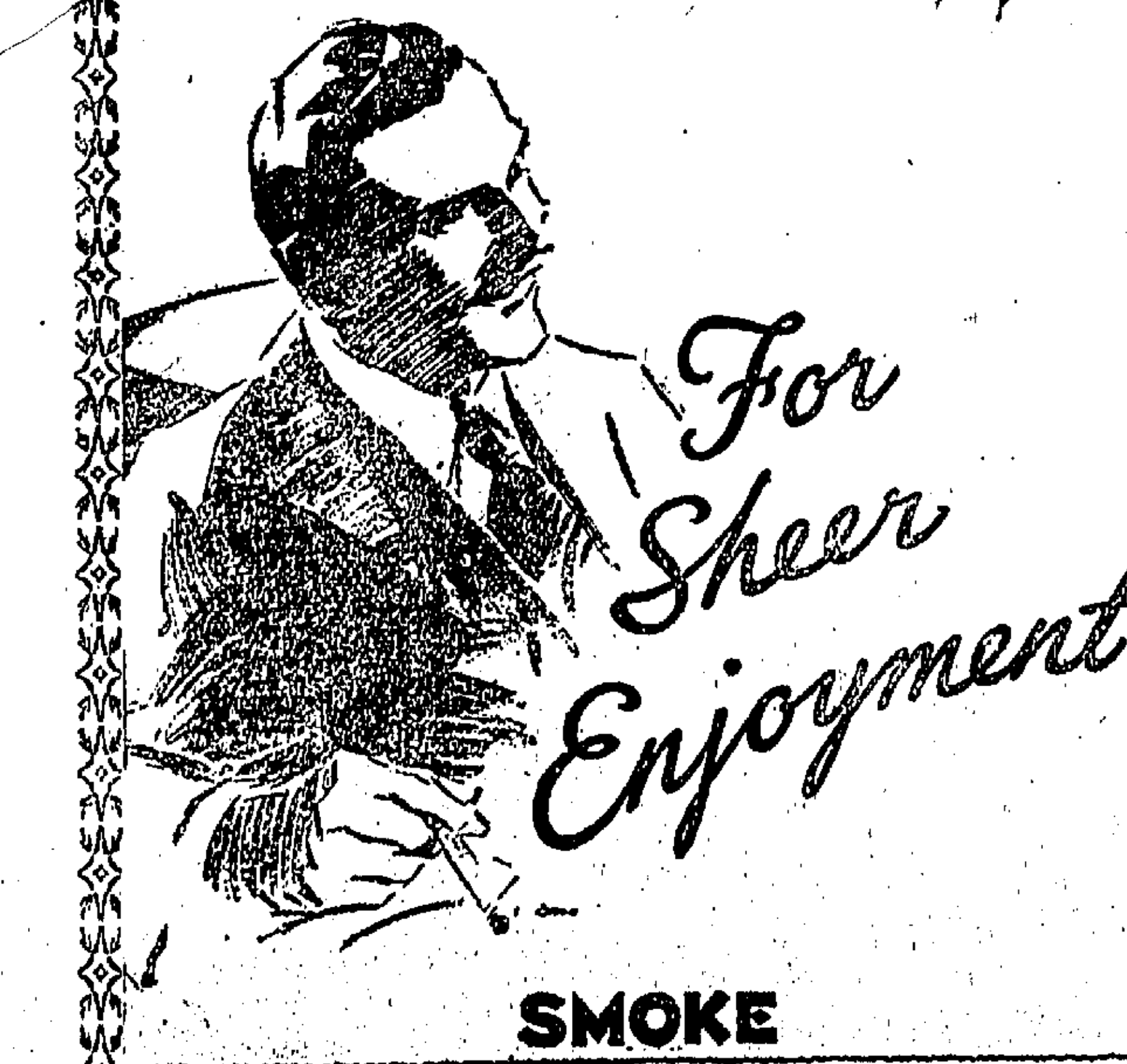
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China Building,
Hong Kong.



CAPSTAN



Mme. Ganna Wulka, opera singer.

HAROLD LLOYD

IN

DR. JACK



If you're crying for a
loud, long laugh—
SEE DR. JACK!
If you need a new
joy thrill—
SEE DR. JACK!

IF YOU WANT TO LAUGH UNTIL YOU'RE WEAK—

SEE DR. JACK!

AT THE **WORLD** **TO-DAY AND TO-MORROW**
Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

At 2.30, 5.10, 7.15 and 9.20

To-day and To-morrow.—"Win That Girl," a delightful tale of love and football. With Sue Carol and David Rollins.
Tuesday and Wednesday.—"Dry Martini," a sophisticated story of modern life in Paris. Starring Mary Astor and Matt Moore.
Thursday to Saturday.—"The Big City," Lon Chaney's gripping drama of the underworld. With Marceline Day, Betty Compson and James Murray in the supporting cast.

WORLD THEATRE

At 2.30, 5.15, 7.15 and 9.20

To-day and To-morrow.—"Dr. Jack," Harold Lloyd's great comedy.
Tuesday and Wednesday.—"Rose Marie," a splendid screen version of the famous musical comedy. With Joan Crawford, House Peters and James Murray.
Thursday and Friday.—"Love Hungry," the appealing romance of a beautiful chorus girl. Starring Lois Moran and Lawrence Gray.
Saturday and Sunday.—"Double Attraction," Karl Dane and George K. Arthur in "Circus Rookies," Charlie Chaplin in "A Dog's Life."

STAR THEATRE

At 5.30 and 9.15

Matinees at 2.30 p.m. every Saturday and Sunday.

To-day at 2.30 and 5.30; To-morrow at 5.30 only.—"Service for Ladies," a sparkling comedy. To-night at 9.15, the English Comedy Co. in "The Best People." To-morrow at 9.15, Farewell performance of The English Comedy Company, "A Cuckoo in the Nest."

Tuesday and Wednesday.—"Margaret Livingston" in "The Chorus Lady," a lavish photoplay of life behind the footlights.

Wednesday at 9.15, The Italian Grand Opera Company.

Thursday and Friday.—"Body and Soul," a vivid romance of the Alps. Starring Aileen Pringle.

At 9.15, The Italian Grand Opera Company.

Saturday and Sunday.—"The Garden of Allah," Robert Hichen's powerful story of love and temptation in the Sahara Desert. With Alice Terry and Ivan Petrovitch. At 9.15, The Italian Grand Opera Company.

NEW CHANEY FILM

Modern detectives don't look like those in popular novels, but more like ordinary business men, as is portrayed by Lew Short and Walter Percival, playing the detectives in Lon Chaney's new Metro-Goldwyn-Mayer vehicle, "The Big City," coming Thursday to the Queen's Theatre. It is a vivid tale of the New York underworld, with Chaney in role of a gangster leader, Marceline Day and James Murray play the romantic leads, and Betty Compson, Mathew Betz, Virginia Pearson and others of note are in the cast. Tod Browning directed the play from his own original story, scenarized by Waldemar Young.

The Cinema Page

STAR THEATRE

Adolphe Menjou in "Service For Ladies"

A head waiter, the most famous in all Europe, meets a beautiful American heiress while vacationing incognito at a fashionable Alpine inn. A visiting king greets him with delight. The hotel attendants wait on him hand and foot. His every whim is immediately satisfied. Daughter and wealthy papa decided that verily, this handsome gentleman must be "someone." Time flies and their friendship quickly develops. At the end of his furlough, seeing the yawning gulf which divides him from the girl, our distinguished stranger decides to spend one glorious night and leave her life forever. The ice carnival takes place, and after it—our friend writes a note describing the chasm which separates them before taking the next train to Paris. Days pass. One fine evening he should enter his dining room but the girl! What happens? Don't forget, she imagines that the chasm he described has to do with his high state; she doesn't realize that he is only a head waiter. That's the situation around which Adolphe Menjou's splendid Paramount picture "Service For Ladies," which may be seen to-day and to-morrow at the Star Theatre, has been built.

"ROSE MARIE"

Screen Version of Popular Musical Comedy

Beautiful Joan Crawford will be seen on Tuesday and Wednesday at the World Theatre in her latest picture success, "Rose Marie," the story of which is based on the highly popular musical comedy of that name which had a phenomenal run in London and New York. The story centres around the life of a beautiful young girl, Rose Marie, who has kept her heart aloof from her many admirers, even from Sergeant Malone, the big, brave officer of Police. One fine day, however, a party of trappers returns to the village from a year's hard work in the frozen north, one of which is a handsome young man, with a mysterious past. Rose Marie at first merely admires him but later declares her love. Circumstances over which they have no control separate the pair and many thrilling incidents take place before they are reunited in the exciting climax.

FOOTBALL COMEDY

"Win That Girl," To-day At Queen's

Sue Carol, who was seen here recently in "The Air Circus," adds to her laurels by an excellent portrayal opposite David Rollins in "Win That Girl," the feature film at the Queen's Theatre to-day and to-morrow.

This story, written for the "Saturday Evening Post" by James Hopper, was scenarized by John Stone and directed by David Butler. It centres about a football rivalry at

Movie Correspondence

"B.T."—John Gilbert's latest picture is "The Cossacks." It will shortly be screened at the Queen's Theatre.

"Another Fan."—Greta Garbo was born in Stockholm in 1906. At an early age she enrolled in the Swedish Royal Academy of Dramatic Art. After making several pictures for U.F.A. in Germany, she went to America in 1925 and became a star under the M.G.M. banner.

The Cinema Page Editor will be pleased to answer enquiries regarding forthcoming pictures and stars. Letters should be addressed to The Editor, The Cinema Page, "Sunday Herald," and should reach him not later than Thursday of each week. Replies will be published in the following Sunday's issue.

fecting three generations, and the comedy situations have been worked out in a very amusing manner. Both David Rollins and Miss Carol give pleasing performances. They are youth itself and, as such, are wholesome and convincing. They have been directed with good taste and a fine appreciation of all that is clean and captivating in comedy. Roscoe Karns, Janet MacLeod and Sidney Bracey contribute very materially to the action, as do Tom Elliott and Olin Francis. The scenes in the college sweet shop are true to life and prove beyond question that Butler, as a director of school stories, is in a class distinctly his own.

Many exquisite camera effects were achieved by Glen MacWilliams. The shots of the football contests are positively thrilling.

WORLD THEATRE

Harold Lloyd in "Dr. Jack"

"Dr. Jack" which is the feature film at the World Theatre to-day and to-morrow, is a delicious conglomeration of everything one could hope for in a sugar-comedy. And everything seems entirely new. Harold Lloyd's box of tricks seems everlasting and one never knows what to expect, except that the next laugh will be louder than the first. As a fun-maker, Mr. Lloyd has reached the pinnacle, but in "Dr. Jack" he has also established himself as a runner-up for honours with the screen's greatest lovers, as his love scene with Mildred Davis seems to us to be one of the most delightful we have ever witnessed.

Besides all this, "Dr. Jack" contains a real story—a story with a serious undertone of a girl's struggle for health. The girl is played, by course, by Mildred Davis, and she aids Lloyd charmingly in the sentimental vein of the comedy. The uproarious part of the offering comes when Lloyd, as the young doctor, begins his campaign to oust the eminent but unscrupulous physician from the girl's household. Then the fun is fast and furious with laughter piling up faster every moment.

"BODY AND SOUL"

Thrilling Romance of the Alps

One of the most thrilling love stories that ever was brought to the screen has been made into a vivid melodramatic picture by Metro-Goldwyn-Mayer under the title of "Body and Soul," and will be shown at the Star Theatre on Thursday and Friday next. The leading players are, Aileen Pringle, Norman Kerry, Lionel Barrymore and T. Roy Barnes.

Set amid the impressive scenery of the Swiss Alps, it tells the tale of a peasant maid who marries a human derelict out of gratitude and then unwittingly arouses his jealousy to such a pitch that he brands her body with a white-hot iron so all men may know she is his. A mountaineer rescues the girl, spirits her away to his cabin and the two fall in love. How the husband appears on the scene, the sacrifice of the girl to save the man she loves and their eventual happiness make a powerful play of thrilling adventure, heroic rescues and intense romance.



SEE the amazing things that happen when an unconventional head waiter "falls" for a beautiful heiress!

LON CHANEY

Starred in Thrilling Mystery Romance

"THE BIG CITY"

A glimpse into the underworld of New York is afforded in a graphic and enthralling play in Lon Chaney's latest contribution to the screen, "The Big City," Metro-Goldwyn-Mayer's thrilling mystery romance of night life, which comes to the Queen's Theatre on Thursday.

Chaney again gives a masterful demonstration of his manifold versatility. In his new vehicle he plays the part of a New York gangster leader of modern times, in a compelling characterization.

The story, essentially a love story, teems with thrills and abounds in mystery. Chaney and his gang, in conflict with a rival gang; a sensational holdup of a popular night club, battles with the police and duels of wits with the detectives; these are all breathlessly exciting backgrounds for a charming love idyll of a boy and a girl—parts played by pretty Marceline Day, who was never more charming than as the little shop-girl in the play, and James Murray.

Mathew Betz as the rival gangster and Virginia Pearson as the night club hostess are ideally cast, as are Lew Short and Walter Percival, the detectives, and John George, as the "Arab." Alfred Allen gives a finished performance as the police chief. Among the spectacular details are the beauty ballet in the night club, a colourful spectacle.

"THE COSSACKS"

Hair-growing preparations were in demand in the picture studios after "The Cossacks," John Gilbert's new Metro-Goldwyn-Mayer vehicle, coming soon to the Queen's Theatre, was finished. For Ernest Torrence, Paul Hurst, and other actors in the play had their heads shaved to enact Cossack fighters of the steppes. These men wear shaved heads in battle, and all except Gilbert underwent the treatment. Gilbert plays a swash-buckling Cossack soldier and Torrence his father, a Cossack chief, in the new story, a lurid adventure drama of the Turkish wars, with Renee Adoree as the heroine.

IRISH STORY

Laughs and Thrills in "The Chorus Lady"

"The Chorus Lady," James Forbes' famous play, has been made into an extremely good motion picture with Margaret Livingston in the title role. It is on view this week at the Star Theatre on Tuesday and Wednesday and if you like a fast moving and entertaining story of the stage and the race track, be sure this is on your list.

The story, which has for its heroine Patricia O'Brien, an Irish girl, is rich in sentiment and humour. There is much loving and laughing, much anger and "showing" 'em not to get fresh with the Irish. The action revolves for the most part about the Mallory stables, owned by Pat's sweetheart, with now and then a flash of the "Follies" and the bright lights of New York City. There is, among other things, an exciting horse race during which Pat risks her life to save a child.

Every scene and sequence in what is said to be one of the most hilarious and sophisticated comedy dramas of the season, "Dry Martini," has a Parisian background. Many scenes were actually filmed in Paris.

FUTURE EVENTS

Films That Are Coming Here

"Bringing Up Father."—An excellent comedy based on the newspaper cartoons by George McManus. With J. Farrell McDonald, Gertrude Olmsted and Polly Moran.

"Ladies Must Marry."—An extremely modern story of an equally modern young Miss and of her adventures in the realm of love. Starring Virginia Valli, Lawrence Gray and Earle Foxe.

"The Cossacks."—A vivid picturisation of the famous novel by Lyof N. Tolstol, with Renee Adoree and Ernest Torrence.

"Let Women Alone."—A hilarious comedy-drama featuring Pat O'Malley, Wanda Hawley and Wallace Beery.

"No Other Woman," the thrilling story of a woman's caprice. Featuring Dolores del Rio, Don Alvarado, Ben Bard and Paulette Goddard.

"Man, Woman and Sin." A gripping story of love and adventure behind the scenes of a city's great newspaper. Starring John Gilbert, Jeanne Eagles, Gladys Brockwell, Marc McDermott, Phillip Anderson and Aileen Manning.

"The Crowd." King Vidor's mighty production starring James Murray and Eleanor Boardman. A modern drama of modern marriage.

"The Iron Mask," Douglas Fairbank's latest thriller, with an all star cast.

"Diamond Handcuffs."—A gripping drama of the underworld. Starring Conrad Nagel, Eleanor Boardman, Lawrence Gray, Gwen Lee and John Roche.

"The Lady of the Pavements."—D. W. Griffith's latest production. The romance of a heart thief. Starring William Boyd, Jetta Goudal, Lupe Velez, George Fawcett and Albert Conti.

"The 3 Passions."—A lavish screen version of Cosmo Hamilton's absorbing novel. Directed by Rex Ingram, with Alice Terry, Ivan Petrovitch and Sherry Gardner.

"THE CROWD"

Eleanor Boardman, who appeared opposite John Gilbert in "Bardelys the Magnificent," has the featured feminine role in "The Crowd," King Vidor's latest Metro-Goldwyn-Mayer production soon to be seen at the Queen's Theatre. The story is an original by the director and depicts the lives of millions of young couples who help to make up the great middle class of humanity. James Murray, former extra man who sprang into the limelight a few months ago with the announcement that Vidor would entrust him with the male lead of a great production, has the featured male role. The two are supported by a large cast of well-known picture players.

DOLORES DEL RIO IN "NO OTHER WOMAN"

Dolores Del Rio, noted Fox Films player, is announced for an early appearance on the screen at the Queen's Theatre in Fox Film version of "No Other Woman," Lou Tellegen's first directorial venture—and a very successful one. It is a spectacular continental drama of modern society life with Ben Bard and Don Alvarado the other angles to the even-fascinating triangle.

YOUTH SCORES IN A FOOTBALL ROMANCE!



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David Butler production

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PEP! THRILLS! ACTION! PUNCH!

AT THE **QUEEN'S** **TO-DAY & TO-MORROW** At 2.30, 5.10, 7.15 & 9.20.



OUTSPOKEN SERMON

"Mocked, Derided, And Scorned"

DIFFERENT CLERGY NEEDED

The loss of the clergyman's prestige and its causes were the theme of a sermon which was followed with intense interest by a crowded congregation at Christ Church, Lancaster-gate, London, in mid-week. The preacher was Father Vernon, chaplain of the preaching order of the Divine Compassion, whose sermons have been drawing large congregations to Christ Church during the past year.

The sermon amounted to little short of an indictment of a large proportion of the Church of England persons, and a plea for a new and more practical attitude to their duty as necessary of the Church in the present day. The respect of the community, which by implication it had very largely lost. By placing himself on the same level as the average man, the preacher argued, the clergyman was destroying the authority which attached to his position and which had given him influence in the past.

"We see the clergyman mocked, derided, and scorned, in conversation, in books, and on the stage," said Father Vernon. "Instead of being derided and scorned, he is being respected and listened to as a figure of authority. It is a tragic thing for this country when the ministers of the national religion are taken into such a low esteem by the people."

When he looked for the cause of the state of affairs, the preacher found it lay in the question of class.

"Our clergy have been too often of the type of good country gentlemen. It was a common occurrence for the third son of the wealthy or noble landowner to enter automatically into the family living, where he led the same kind of existence as that of a country squire. He became the figure-head of the village, and in so doing lost touch with the common people."

"Good Fellow"

It was time, Father Vernon continued, that the Church got rid of the bazaar-opening, committee-presiding, tea-visiting social vicar, who thought that his duties began and ended with keeping on good terms with the gentry of the neighborhood, and whose biggest ambition was to be known as a "good fellow," just like any ordinary man.

"The clergy is acting directly against its real purpose when it aims at being successful in the layman's sphere in such things as finance and organisation. It is easy enough to act on this plane and boast that you are a practical man as well as a clergyman. We do not want that. It is not the clergyman's job. He is here to take charge of the spiritual side of our lives."

Father Vernon said that what the cottage looked for in the priest was an appreciation of the supernatural element of his calling, and in the mystical power of baptism, confirmation, and Communion. "He does not want the parson coming into his cottage merely to take a cup of tea and gossip," he added.

QUOTATION FOR TO-DAY

They that deny themselves will be sure to find their strength increased, their affections raised, and their reward peace continually augmented. MATTHEW ARNOLD.

TRANQUILITY

At Kamakura Buddha rests
All wisdom glowing from his eyes:
His upturned palms from Lotus cups,
His lips breathe meaning to the wine,
All mute in bronze, yet living quite
The High Serene One sits supreme,
While bowing low the pilgrims pass
In an unending human stream.

On rich and poor, on great and small
Benignantly the Master smiles:
Though time may come and time may go
To him the years are little while.

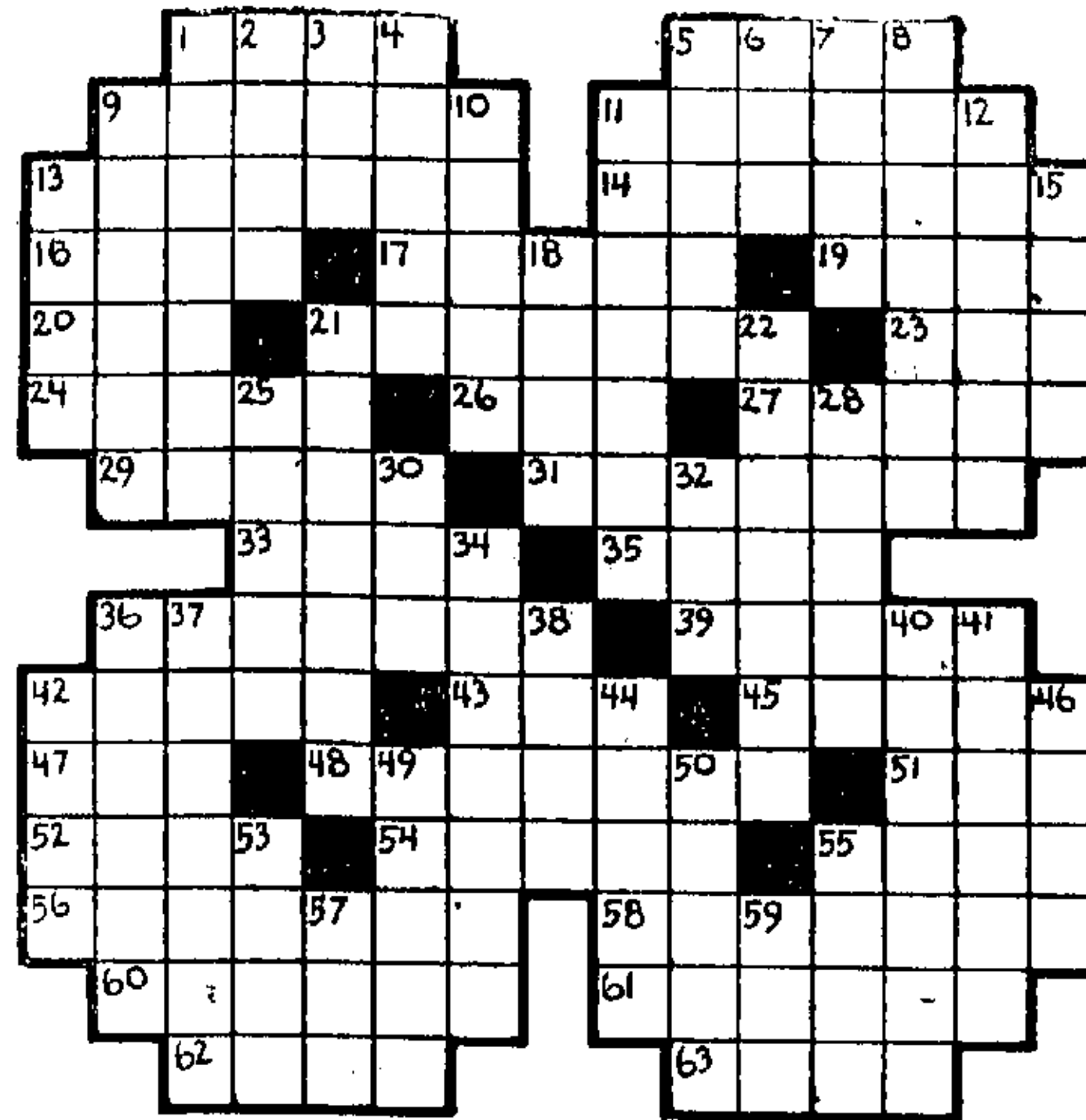
Yea, Buddha bides forever here,
At Kamakura and his shrine
Bears to the East eternal calm,
Tranquility of Peace Divine.
Don G. Seitz, in "Japan."



The Rev. Henry A. Bickert, missionary stationed at Basra, Iraq, who was shot and killed when Arab raiders attacked a motor caravan in which he was proceeding from Basra to Kowett. He had been stationed in Iraq since 1924.

OUR CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- | | | |
|--|---|---|
| <p>HORIZONTAL</p> <p>1-Abstinence from food</p> <p>5-Lump</p> <p>9-Pigments</p> <p>11-A European coin (pl.)</p> <p>13-Oriental company of traders</p> <p>14-Digres</p> <p>16-Spheres</p> <p>17-Disbelief</p> <p>19-Girl's name</p> <p>20-Spring</p> <p>21-Sure</p> <p>23-Unit of weight</p> <p>24-Former name of Tokyo</p> <p>26-Coarse Jute cloth</p> <p>27-Sudden attack</p> <p>29-Years of youth</p> <p>31-Stoves</p> <p>33-Declare to be true</p> <p>35-Percussion instrument</p> <p>36-Gave personal service</p> <p>39-Small glass vial</p> <p>42-Little song</p> <p>43-Author of "The Belle"</p> <p>45-Triple</p> | <p>HORIZONTAL (Cont.)</p> <p>47-Suffice. One who succeeds</p> <p>48-Sally</p> <p>51-Friend (French)</p> <p>52-Agitate</p> <p>54-Ground plots</p> <p>55-Customs</p> <p>58-Treasure affectionately (French)</p> <p>59-Disturbance of the peace</p> <p>60-A connected succession</p> <p>61-Small candles</p> <p>62-Small hole</p> <p>63-Suffix expressing quality or state</p> <p>VERTICAL</p> <p>1-Prohibited</p> <p>2-Exclamation of unhappiness</p> <p>3-English coin (abbr.)</p> <p>4-Commerce</p> <p>5-Prefix meaning "many"</p> <p>6-Crack aviator</p> <p>7-Scandinavian myth</p> <p>8-One who is sparing</p> <p>9-Floor covering</p> <p>10-Loud abrupt sound</p> <p>11-Deliberated together</p> | <p>VERTICAL (Cont.)</p> <p>12-Spanish title of respect (pl.)</p> <p>13-Slug</p> <p>15-Dispatched</p> <p>16-Western State</p> <p>21-Transmits</p> <p>22-Unassumed</p> <p>25-Distributed</p> <p>28-Animal allied to monkeys</p> <p>30-Fix</p> <p>32-Part of a circle</p> <p>34-Answers</p> <p>36-Views</p> <p>37-Clothed</p> <p>38-True</p> <p>40-Writing accessory (pl.)</p> <p>41-Those who subdue</p> <p>42-Flat circular plate</p> <p>44-To turn inside out</p> <p>46-Hissing noise</p> <p>49-Item of property</p> <p>60-Pertaining to an Old World continent</p> <p>62-Obsolete form of rear</p> <p>65-Indian (pl.)</p> <p>67-Wrong doing</p> <p>69-Open (poetic)</p> |
|--|---|---|



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THURSDAY APRIL 25	"RIGOLETTO"
FRIDAY APRIL 26	"LA TOSCA"
SATURDAY APRIL 27	"LA TRAVIATA"
SUNDAY APRIL 28	"BARBIERE DE SIVIGLIA"

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OVERSEAS BUSINESS

The Prince of Wales is the man of the week in a new role. He has been telling British manufacturers and business men some home truths about their lack of good salesmanship in trying to sell home products abroad. His speech at a Mansion House dinner in connection with the British Industries Fair, summarised, with characteristic frankness, certain defects in our methods of doing business which have long been apparent to would-be buyers in various parts of the Empire, as well as in foreign countries. Travellers like myself, who are in touch with business conditions in many out of the way places of the world, know that the Prince merely stated obvious facts in declaring that more British goods would be sold abroad if the makers troubled sufficiently to acquaint themselves with local conditions and requirements, and tried—as certain foreign competitors do so successfully—to adapt their commodities thereto. British trade officials in other countries have on more than one occasion complained to me of the failure to make home manufacturers realise their shortcomings.

One commercial attaché in the Far East endeavoured on three occasions to open up a new line of exports for English firms engaged in manufacturing a certain article in universal use in the tropics. The firms in question adopted an attitude of "take it or leave it," and bluntly refused to make certain minor alterations in their goods, in order to meet German offers. The German won, of course. "Big business" is now discussing the Prince of Wales's kindly criticisms with much earnestness. If at last it grapples with the problem of overseas trade in the right spirit, and shows adaptability as well as enterprise, we may yet get our fair share of the world's markets.

Burglars on Wheels

It is a depressing reflection that our criminals are displaying more enterprise than many of our business men. The motor bandit, the latest product of this mechanical age, has given the London police a new and perplexing problem to solve. Chicago led the way in this form of crime, but the London underworld is rapidly establishing an organisation which, al-

lowing for differences in temperament and environment, promises to be just as formidable unless speedily checked. Fast cars and even lorries are being used by house-breakers, and in three cases this week they escaped on discovery because the police could not run fast enough. Lord Byng, the new Commissioner of Metropolitan Police, has discussed various ways of dealing with these daring gentry, and he wishes to form a fleet of Scotland Yard cars which will be able to outdistance any burglar on wheels. It is also proposed to lay down a kind of police frontier around London, guarded by mobile units which, at a moment's notice by wireless, can form a tight cordon with barriers on the principal exits to prevent fugitives escaping into open country. The police are also to have 1,500 telephone call boxes which will link up the 700 square miles patrolled by the Metropolitan organisation. Contacts of this kind have long existed in other countries. The mystery is why such modern methods of control have been ignored by the authorities in London.

The Socialist Party

Mr. Ramsay MacDonald may not lead the Socialist Party in the event of its being returned to power at the general election. His health has been very bad for months, and his habit of incessant work has not tended to improve it. Many of his followers are urging him to take a prolonged rest before his doctor warns him that such a course is imperative, but until now he has steadily refused. Mr. MacDonald's obvious physical unfitness has revived the debate in Socialist Party circles regarding his successor. Opinions are divided.

Mr. J. H. Thomas, the astute "Jimmy," appears to be something of a favourite for the Premier'ship. He has sound common sense in plenty, and is able to exercise the restraining influence on the "wild men" of the party which is so often necessary. The extremists oppose him tooth and nail because he believes in bringing capital and labour into closer friendly relations, whereas they want open war. Another likely candidate is Mr. Philip Snowden, but he has not the personality which makes for popular and successful leadership. He is too aloof mentally

from the ordinary working-class mind, and too bound up in theories. Mr. J. R. Clynes is a possible compromise. He has friends in both wings of the party, and common-sense without brilliancy, and is not ruffled by the ordinary jolts of Parliamentary life. In this respect he has an advantage over Mr. MacDonald, who is far too prone to show his irritation over crossed in debate on the floor of the House. The latter dislikes being baited, and when he finds himself in that unenviable position he resembles an angry but helpless schoolmaster who wants to assert his authority with a big stick.

Ghosts

When a famous professor talked the other day of wireless recapturing sounds and utterances of ages ago—say the Armada guns and Caesar's address to the Tenth Legion—the prophecy was received with genial disbelief. But we could not help wondering, as we watched a private film show recently of the earliest topical scenes ever cinematographed, whether the miracle is quite so wonderful as it sounds. It is surely not more amazing than being confronted, in post war 1929, with King Edward riding past Hyde Park Corner between the Kaiser Wilhelm and the Duke of Connaught, with the Prince of Wales, looking like a schoolboy, and "L.G." at the Carnarvon investiture, with Persimmon winning the Derby, or our bronzed heroes returning from the Boer War? All these ghosts will shortly begin to haunt the Overseas cinemas.

Behind the Arras

There will be sore heads in more than one direction over Lord Haldane's Autobiography, with its piquant peeps behind the political scenes. His quiet implication that old colleagues like Sir Ed-

ward Grey and Mr. Asquith, as then they were, threw him over, and let London's yellow press hound from the War Cabinet the Minister who made the Mons Army, is no less a hard reproach in one quarter than his vague suggestion that Mr. J. R. MacDonald's "rather miscellaneous occupations" caused the Labour Premier to be so indifferent to Civil Research that he omitted to sign the Committee's report. Obviously Lord Haldane's scientific frenzy found bitter discouragement in the general attitude of the intellectual laity, and perhaps he was a little piqued. But he visited Oscar Wilde in prison, and persuaded him to write "A Ballad of Reading Gaol."

Banning New Books

Literary people of the most impeccable repute are getting really anxious about the Home Secretary's recent activities in banning new books. These have been seized and condemned within a comparatively few months. Whether the peculiar psychology of the post-war youth demands such special care is one question discussed in literary circles, but quite another is whether "Jix," the Minister particularly associated with D.O.R.A., is pre-eminently the person, in mentality and equipment, to be permitted to constitute himself a Literary Censor, even more draconic than the Lord Chamberlain in his role of Stage Censor. "The Sleeveless Errand," written by Miss Nora James, a woman of 38, is quite a different work from "The Well of Loneliness," and not more risqué than books that were read by our grandmothers in Le Gallienne's romantic nineties. What are "Jix's" views, about Balzac?

Not Even New

It is astonishing how widespread is the popular notion that

influenza is a new-fangled disease. Even general practitioners say that influenza is a modern name for old-fashioned colds. They are surprisingly wrong. Influenza was known in Europe, and known by that name too, at least a century and a half ago. A German pastor, Dr. Charles Moritz, writing in 1782, states he had the hard fortune to find in Britain "that same influenza" which raged in Berlin when he left Germany, and it must have been just as virulent then as now, for he adds that "many die of it." It is, indeed, not a wild conjecture that the deadly form of flu which worked such ravages soon after the war, most of the victims turning an ugly blue colour, was what the Middle Ages knew as the Black Plague.

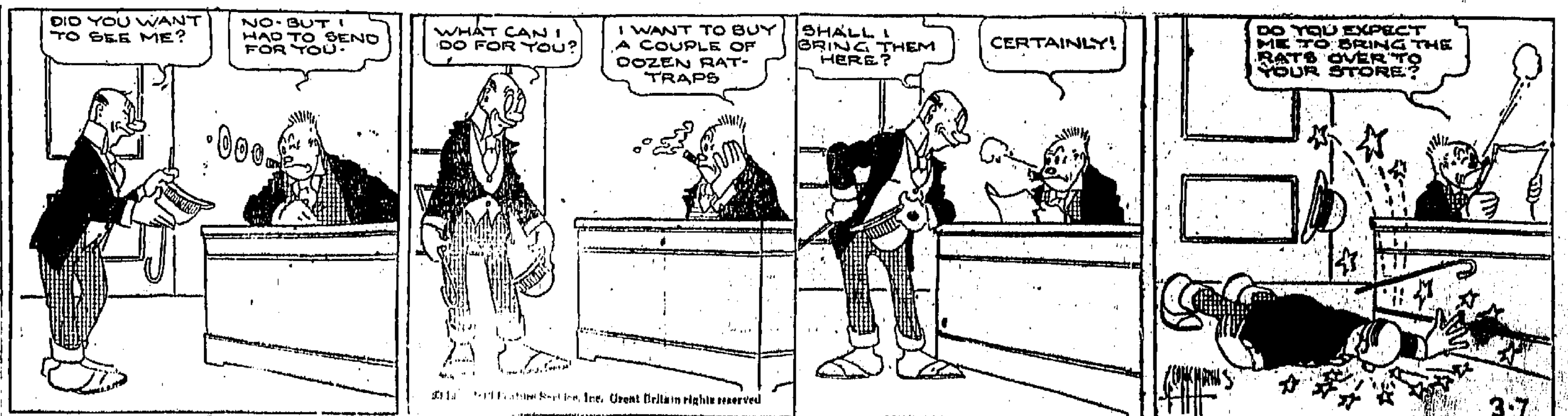
CHURCH NOTICE

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.]
Macdonnell Road, below Bowen Road Tram Station.
Sunday Service, 11.15 a.m.
Subject:—"Doctrine of Atonement."
The Sunday School is held on Sunday mornings at 10 o'clock.
Wednesday Evening Meeting at 5.30 o'clock.
Reading Room at above address, open:—
Tuesday and Friday 10 a.m. to 12 Noon.
Monday and Thursday 5 to 7 p.m.
The Public is cordially invited to attend the service and visit the Reading Room.

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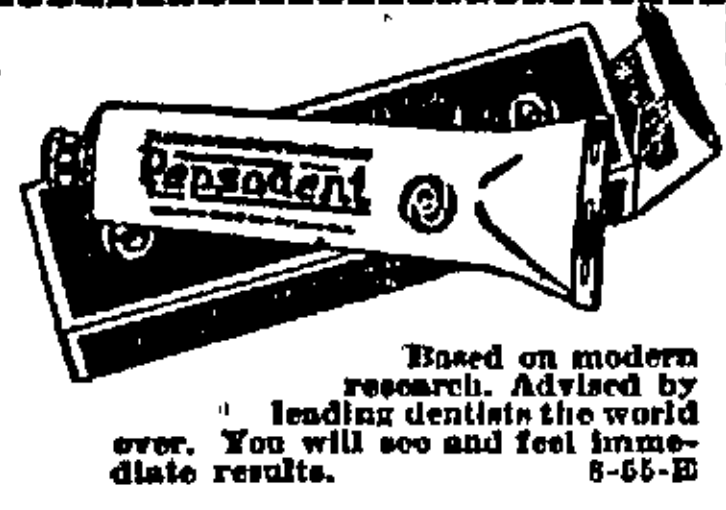
Enclose 5 cents in postage stamps for 10-day trial tube of Pepsodent.

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Give full address. Write plainly. Only one tube to a family.



Scene from "Win That Girl," Fox picture,—at the Queen's Theatre, to-day and to-morrow

CEYLON'S HISTORY

Skeleton Feudal System Still Persists

ISLAND INVASIONS

"Some Aspects of Feudalism in Ceylon," was the title of an interesting paper read by Mr. R. E. Reimers, the Government Archivist, in Colombo recently, under the auspices of the Ceylon Historical Association.

Mr. Reimers began by making a comparison of the insular positions of Ceylon and Britain with a history of their invasions. He said that in England they had the records of the Norman settlement and very little more to help them to investigate pre-Norman conditions. In Ceylon, where feudalism was a recognized fact almost with-in living memory, and where the skeleton of the system was so jealously guarded even at the present day, they possessed the materials necessary to piece together the elaborate feudal system of pre-European times and to trace its continuity through Portuguese and Dutch sources to British times.

The legendary invasion of Ceylon of the Ramayana and the comparatively recent invasion of Vijaya assured a true historical significance when judged by the results of invasions in general and the later Portuguese and Dutch invasions. When the fury of the invader had spent itself and the last of invasions had settled down there arose a state of things which incorporated the more useful features of the last regime. The free institutions of the conquered disappeared. The freeholder was reduced to a subordinate position and his lands were given to the foreigner who allowed him to continue to cultivate them by submitting to a system of dues and servitudes, a similar form of litigation but on a less obnoxious form to that which subsisted between the foreigner and his liege lord.

Reign of the Portuguese

It was several years after King Philip I of Portugal succeeded to the Kingdom of Kotte in 1597 that the Portuguese set about to restore their tottering finances in Ceylon by incorporating the territory bequeathed to them in their Tombo or a register of holdings and the Foral or a register of quitrents paid to the Sovereign of the villages in their territory. The registers were modelled on the ancient Lekam-mitiya. The Portuguese had solemnly undertaken by the Convention of Malwana in 1597 to maintain the ancient rights and customs of the people and the commissioners employed by them for the survey were all Sinhalese who were thoroughly conversant with local conditions.

The system of settlement adopted by the Portuguese was practically the same as that by the Dutch, the only difference being the Dutch went more into detail into the vested rights of the lord of the land, the "company" in their case. The Portuguese Tombo was compiled between 1608 and 1618. The territory bequeathed to the Portuguese by Dharmapala, which included 12,500 villages or 21,837 according to Ribetia, was incorporated with the Tombo according to the system in the Sinhalese registers with the difference that the Portuguese as masters appropriated the ancient "gabadagan" or royal villages for the benefit of the King's treasury and distributed the Vihare or Dewalagan and other villages among the Casados and Soldados of the Conquest and Mudaliyars, Arab-chies and Lascorins in their service as "accumulated" or maintenance lands.

Ready-Made Machinery

A large number of the villages were also appropriated by high Portuguese officials and the Church demanded and received her share. The new holder of the village derived the dues of the "lordship" according to ancient custom, the internal economy of the village remaining unchanged. The Foral showed the quitrents payable to the Sovereign and also contained particulars regarding the revenue departments of the Sinhalese and other sources of revenue derived by the State. The Portuguese and the Dutch were not slow in appreciating the ready-made machinery available to them for the peaceful settlement of the land according to ancient custom and for the recovery of the dues paid by custom to the lord of the land. Of the four volumes of Tombo compiled of the villages in Portuguese territory only the second and the third were extant at Lisbon. Two Forals were extant dated 1614 and 1918 and a Foral of the Kingdom of Jaffnapatnam dated 1646.

Mr. Reimers then read a series of extracts taken from the Portuguese and Dutch Tombo depicting the division of land, the manner in which the revenue was collected, the social conditions, and the services rendered to the State by different sections of the people or castes.

Origin of Caste

In conclusion he said that the phenomenon of caste in India and Ceylon was probably due to their long history of invasion and con-

NEXT ELECTION

Member of the Sanitary Board

WHO IS ENTITLED TO VOTE

An election of a member of the Sanitary Board will take place at the City Hall on Wednesday, May 22, commencing at 10 a.m. The procedure laid down for such an election is, inter alia, that two members of the Board shall be elected by an electorate composed of the persons whose names shall appear in one or other of the two parts of the register, i.e., the Jurors Lists for the current jury year, and the names of all male persons of any of the following classes who shall have duly applied to be registered, and whose claims shall have been duly allowed:—

unofficial members of the Executive or Legislative Council; persons of sound mind who have previously been included in the jurors lists but have been omitted therefrom on account of age or infirmity;

barristers and solicitors in actual practice; persons registered under Section 4 of the Medical Registration Ordinance, 1884, or under the Dentistry Ordinance, 1914, or under the Pharmacy and Poisons Ordinance, 1916;

editors, sub-editors and reporters of daily newspapers published in the Colony;

clergymen of the Church of England, Roman Catholic priests, and ministers of any congregation of Protestant Dissenters or Jews, acting as such in the Colony;

professors and other academic officers of the University of Hong Kong;

masters of schools which are certified by the Director of Education as not being vernacular schools; masters of steamers and local pilots; and

officers and non-commissioned officers of the Hong Kong Volunteer Corps, and such other members of the Hong Kong Defence Corps as shall have been exempted from jury service by the Governor in Council;

Provided that no person who is in the service of the Crown, and whose whole time is at the disposal of the Crown, shall be entitled to be included in the said register.

Written nominations, signed by two electors, must be handed to the Registrar of the Supreme Court not later than 1 p.m. on May 1.

In the event of the election being contested, voting will commence immediately after the nominations have been read and continue until 1 p.m. when the ballot box will be closed unless the presiding officer decides to extend the time for voting.

UNWANTED MEN

Helped by Former Employers

Details have been given of a scheme originated by Messrs. Rowntree and Co. Ltd., York, to provide work for employees whose services had become redundant as the result of the introduction of machinery. The firm originally undertook to pay wages for twelve months for any of the discharged men whom other firms would employ on a reasonably permanent basis.

At the annual meeting Mr. S. Rowntree said that the services of 120 men had been dispensed with. Forty-seven had gone on pension, work had been found elsewhere for twenty-five, and the scheme had been extended to enable sixteen men to set up in business on their own account.

GAS TRAGEDY

Company Warned Too Late

At an inquest at Gateshead on a miner named Grant and his wife it was stated that a gas leakage was the cause of death, a pipe, eight feet from the house, having been cracked by the frost.

A daughter said her father had been seeking for the escape of gas with a candle, and a neighbour stated that she had written to the gas company saying there was a terrible smell of gas making all in the house sick.

The letter was received by the gas company after the tragedy.

A verdict of death from gas poisoning from an escape outside the house was returned.

quest and the solidarity of the growth of the feudal idea irrespective of climate or age. A soldier was reduced in Dutch times to the position of a menial and a Nannayakara or noble of the Sinhalese regime was called an "idle fellow" by the usurper because his rank required him to perform no service, but one in keeping with his position, an impossible condition in a conquered territory. It was one long history of change and readjustment of values, the ebb and flow of restless currents of humanity unconsciously fulfilling their destiny, the agents to-day and the victims to-morrow of the immutable laws of cause and effect.

ILLUSTRATED!

ILLUSTRATED!!

ILLUSTRATED!!!

A WEEK'S PAPERS IN ONE.

OVERLAND

CHINA

MAIL

PICTURES of all local events

are shown in the

OVERLAND CHINA MAIL.

CHINA NEWS, LOCAL NEWS

and all the NEWS.

The Weekly paper that saves you the trouble of writing Home.

After a fairly long period of comparative safety for foreigners, the cables and wireless this week have been humming with news of the firing by Chinese soldiers at a British gunboat and other craft, the wounding of three men of the Royal Navy and a U.S. Pressman, the injury, captivity and robbing of a man employed by the Asiatic Petroleum Co., the looting of a Roman Catholic mission, and the killing of an American missionary.

These are among the outstanding events of a week rendered noteworthy by the continuation of a campaign to decide the right to govern Hankow. Although there is no anti-foreign propaganda, the news has caused alarm. People at Home will want to know more about it. The "Overland China Mail," the only illustrated weekly news budget published in Hong Kong, with its local pictures, news, comments, explanations, and special articles, will be very welcome to those who desire to keep abreast of the times.

Political China is undergoing more changes. At the last moment, Japan has decided not to evacuate Shantung. And the situation is full of interest.

All the "local" news—and local pictures—will also be found in the "Overland China Mail." Test its value by sending one copy to a friend first. You will earn his or her approbation.

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"THE OVERLAND CHINA MAIL."

PASSENGER LISTS

DEPARTURES

Passengers on the P. & O. s.s. "Karmala" when she left Hong Kong on April 20 for London and ports via Singapore and Port Said were:—

Mr. and Mrs. N. W. Anderson, Capt. L. H. G. Andrew, Mr. G. H. Ardon, Mr. and Mrs. M. E. Ashley, Capt. and Mrs. G. S. Bates, Mrs. Bathurst, Mr. S. Baker, Miss S. E. Baker, Mr. J. R. Binnington, Mr. J. C. Boyd, Dr. and Mrs. F. Clark, Miss F. A. Clark, S.Q.M.S. Cooper, Mr. P. Colk, Mr. L. Cubitt, Mrs. E. L. Duffin, Miss E. L. Duffin, S.Q.M.S. Eade, Mr. and Mrs. A. H. Elston, Mr. and Mrs. R. C. Fowles, Surg.-Comdr. P. L. Gibson, R.N., Mrs. P. L. Gibson, Master M. W. Gibson, Miss A. M. Gibson, Mr. and Mrs. T. Grimshaw, Mr. H. Goodman, Mrs. Gouget, S.S.M. Halle, Lieut. H. Harris, M.C., Miss H. K. Hsin, Major H. J. Hughes, M.B.E., Mrs. H. J. Hughes, Mr. and Mrs. R. W. Hudson, Mr. A. E. J. Hackney, Mr. J. Horner, Mr. and Mrs. J. Johnston, Mr. J. D. Latham, Mrs. Lee, Mr. C. Y. Liang, Mr. Lo Chin-wai, Lt. Col. and Mrs. S. T. Lucey, Mr. J. McLeod, Mr. C. Moyle, Mr. and Mrs. W. Nash, Mr. L. Y. Nyl, Mrs. Ng, Mr. Peh Boon-long, Mr. W. Prince, Mr. V. W. G. Smith, Mr. W. Standring, Mr. O. L. Stanford, Mr. Tan Hee-cho, Mr. K. E. Tsao, Mrs. L. Watson, Miss D. Watson, Miss E. Watson, Mr. E. P. Williams, Mr. and Mrs. Wong Kwai-yun, Mr. Wong Yu-mei, Mr. Wong Sum, Mr. Wong Yu-fong, Miss Wong Yu-lam, Mr. F. S. Wakeham, Master J. G. P. Wood, Miss A. K. Wood, L/Sergt. C. Wright, Mrs. M. A. Youngson, and Mr. A. Youngson.

Passengers on the N.Y.K. s.s. "Kitano Maru" when she left Hong Kong for Europe on April 20 were:—Miss C. Macdonald, Mr. H. E. Scriven, Mrs. I. M. Patterson, Mr. G. Kila, Mr. M. Ohmori, Mr. and Mrs. Hannigan, Mr. and Mrs. Crozier, Mr. O. Masaki, Mr. I. Suzuki, Mr. Y. Isono, Mr. K. Hara, Miss M. Brownell, Mrs. B. Monty, Mr. Akuno, Lt. S. Inagawa, Lt.-Col. gomery, Mr. N. Yasaki, Lt.-Comdr. S. Kawase, Mr. and Mrs. T. Miyajima, Mr. K. Mizukami, Mr. K.

Kimura, Major T. Tajiri, Col. T. Watanabe, Capt. B. Honno, Major K. Iriye, Mr. G. Watson, Mr. and Mrs. D. Howat, Miss Watson, Mr. S. Ohta, Mr. G. Kaii, Mr. M. Yasawa, Mr. M. Komatsu, Mr. K. Oka, General J. C. Pabst, Mr. S. Kimura, Mr. Y. Kose, Capt. Y. Imamura, Mr. Y. Kurokawa, Mrs. H. J. Schiller, Mr. Y. Sakurai, Mr. I. Narita, Mr. and Mrs. A. R. Pinget, Miss Pinget, Mr. I. Asamura, Mr. M. Kaharu, Mrs. S. Fong, Mr. S. Takeda, Mr. Y. Mochinaga, Mr. Y. Morita, Mr. T. Hoshino, Mr. Z. Watanabe, Mr. K. Matsuo, Mr. J. Miki, Mr. S. Miyazaki, Mr. C. Hirayama, Mr. T. Jishiwa, Mr. and Mrs. S. R. Davison, Mr. K. Shimada, Mr. N. Tanakadate, Mr. G. Montgomery, Mr. Y. Koivai, Mr. T. Tsuji, Mr. N. Yamoka, Mr. Nufer Ricker, Mr. E. W. Packer, Mr. J. W. Jensen, Mr. A. R. S. Andersen, Mr. C. Miyazaki, Mr. C. H. Willis, Mr. K. Takahashi, Mr. H. Ogino, Mr. M. Morishita, Mr. N. Yamanouchi, Mr. R. Tozuka, Mr. S. Shimura, and Mr. S. B. Brito.

The Chinese papers in Shanghai report that 70 or 80 pirates raided Taung-ming Island early last week. They were armed with rifles and pistols, and overcame the Protectionary Corps, they systematically looted the villages. The report adds that they abducted 20 merchants and shot several who resisted their efforts.

A pretty wedding took place at the church of St. Andrew, Muar, between Mr. N. A. Hannay, of the Government English School, Muar, and Miss N. Trutwein, the Rev. Fr. A. Francois officiating. A reception was later held at the residence of Dr. H. L. Carvalho. After the reception the couple motored down to the Riviera, Johore, where the honeymoon is being spent.

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MOTORISTS: THIS IS YOUR PAGE

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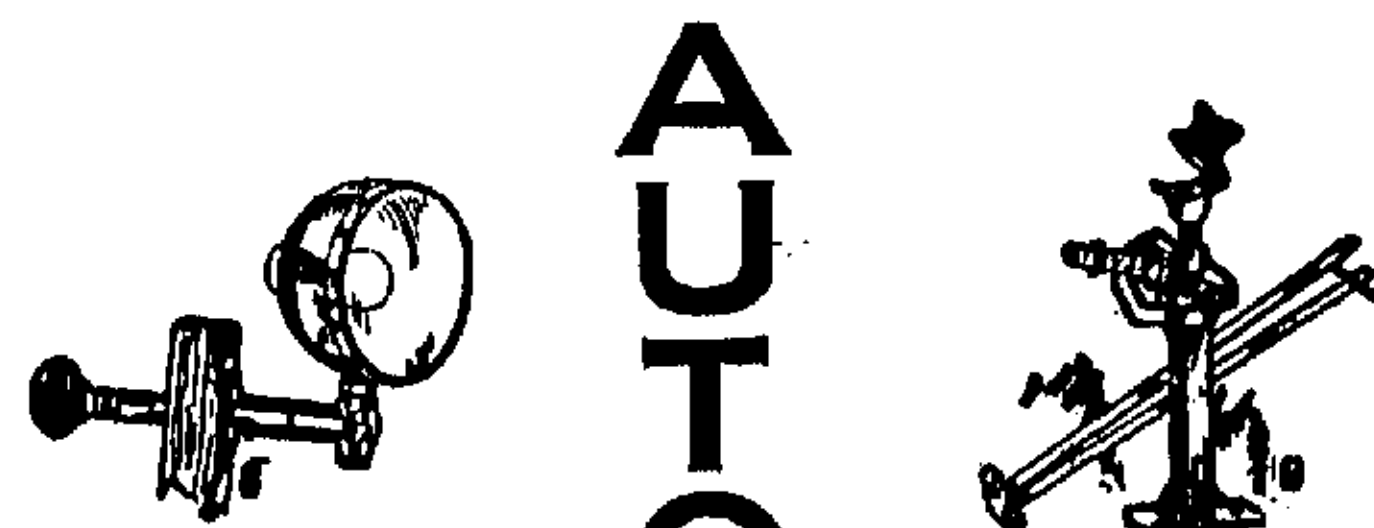
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Spare Parts
Batteries,
etc., etc.



Electric
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etc., etc.

OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six"]

French Morocco

French products naturally hold the lead in automobile imports into French Morocco but according to an official report just issued for the past commercial year the Fiat Company of Turin holds second place among the world's makers of motor cars exporting to this colony.

Honour for British Motor Industry

In the New Year's Honour's List, the issue of which has of course been unavoidably delayed through the illness of the King, a well-deserved honour is bestowed on Mr. W. R. Morris, and, through him, to the British Motor Industry, Mr. Morris being created a Baronet. Mr. A. V. Roe, who has rendered conspicuous service to the cause of aviation, receives the honour of Knighthood.

British Cars for Crime Detection

The wonderful achievements of Scotland Yard in the prevention of crime and the apprehension of criminals, are world-famous and in this connection the employment of the celebrated Flying Squad has proved of the greatest success. It is therefore interesting to learn that the work of that Squad is to be even more speeded up by the further employment of new high-powered British cars.

In the Argentine

The Argentine Republic imported 47,987 automobiles during the first nine months of 1928, compared with 41,766 during the corresponding period of 1927. The increase represents 12 per cent. for passenger cars and 25 per cent. for trucks and other industrial vehicles, the official returns point out. The documents also show that of European makes exporting to the Argentine, Fiat has increased in the greatest proportion.

Motor Development in Switzerland

The number of motor vehicles in use in Switzerland is considerably on the increase and amounts to 100,000, i.e., an average of one motor vehicle for every 40 inhabitants. Certain parts of the country have even higher averages. The Canton of Geneva, for instance, possesses one motor vehicle for every 20 inhabitants, Canton Vaud one for 30, Canton Zurich one for 35 etc. Although the majority of touring cars are imported from foreign countries most of the motor lorries in use in Switzerland are made in the country, more especially at Olten, Arbon and Zuerich.

Cement Borders

The construction of cement borders on dangerous curves in Philippines road to minimise accidents, is suggested to Director A. D. Williams of the bureau of public works in a letter signed by former representative, G. Nieva, residing at 226, San Marcelino. The writer of the letter pointed out to Director Williams that the use of cement borders in dangerous parts of the road is now extensive in the United States and the territory of Hawaii.

Mr. Nieva's letter states: "With the sacrifice of ten persons unnecessarily killed in the recent car wreckage into Saban river in Batangas, would it not be high time now for the government to protect citizens entrusting their lives in public utilities, not only by the compulsory employment of duly qualified and careful drivers and thoroughly sound and often inspected cars, but also by providing safety on public highways?"

"Fortunately, for both of these items—cars and roads—the public is willingly paying quite high taxes.

In Hawaii

"In Hawaii, not to quote the States, on dangerous portions of roads one always finds cement borders safely guaranteeing the travelling public from sliding or rolling over.

"I believe even a one-foot high cement border in places like Sabang, the Bagulo zig-zig (the latter already has a loose stone border, wire at times, which I doubt if strong enough to hold a sliding car), Sampaloc road, Cebu-Toloto road, etc., etc., at least would be enough to hold a sliding car and give time to save valuable lives in cases of accident.

"I hope some lesson will be learned from the Sabang river deaths."

Motor-cars For Africa

"There is a wonderful future for the motor-car industry in South Africa," said Sir William Letts, managing director of Willys-Overland-Crossley, Ltd. He has returned from Capetown in the Union Castle liner "Kenilworth Castle." "One purpose of my visit was to study the possibility of my firm building an assembly plant there. At the present time there are only two, and they are run by United States firms."

Colour Blind!

If the startling statement made by Mr. Mervyn O'Gorman of the Royal Automobile Club, be true—that one out of every four men is colour blind, but no women,—and the Topicist in the "Free Press" gravely doubts if it is, then Singapore's male population must be still more singular than he thought it of yore, for that apparently confusing, yet in reality quite simple arrangement of lights for traffic direction at the junction of Stamford-road and North Bridge-road appears to have left Singapore drivers, with the exception of a few sycos, quite unperturbed! How about Hong Kong?

Preventing Skidding

To prevent automobiles from skidding on steep hills and dangerous crossings Paris is covering its asphalt roads with a mixture of rubber and bitumen. It will take eight years to rid the French capital of smooth asphalt and, meanwhile, this "rubber carpet" method is winning favour as a temporary substitute until concrete paving can be laid. One such "carpet" laid in 1926, is still in good condition. Asphalt, which has a very bad reputation with motorists in the wet climate of Paris, is still the paving on 16 per cent. of the city's streets, although the Highways Department has promised to do away with it altogether.

Roumania's Progress

In spite of her poor roads, Roumania is steadily increasing the number of her motor vehicles, of which four-fifths of the whole are of Fiat construction, according to official figures just published. Among European makes Fiat held first place with 29 per cent. on Jan. 1, 1928, compared with 27 per cent. on the corresponding date of 1927. Roumania has practically no home production of motor vehicles, the only national make being the "Astra Arad." The foreign firm importing the greatest number of cars is Ford, followed by Fiat with 13 per cent. of the total business and Chevrolet in third position. The popularity of Fiat cars in this country is due to their consistent high quality and the system of easy payments inaugurated by their manufacturers.

Motor Mountaineering

The full story of the recent ascent of Table Mountain by an Austin "Seven" referred to in the "Overseas Bulletin" for January makes stirring reading. Experts were agreed that the task was impossible; and the Pressmen who accompanied the expedition described it as "a motoring nightmare."

Chased for Nine Miles

Lieut. Philip Dunne, 11th Hussars, stationed at Aldershot, was fined £7 and £8 costs at Reading for driving a motor car in a dangerous manner. Defendant, it was said, cut in and caused another motorist to mount the pavement. He did not stop and was chased by the other motorist for nine miles.

Praise From Belfast Motorist

After driving his Erskine Six for two months, J. Y. Moore, Belfast, Ireland, voiced his appreciation of the car in a letter to Agnew & Graham, Ltd., Studebaker-Erskine dealers in Belfast. A part of the letter follows: "As a motorist of thirty years' standing, averaging 15,000 miles per year, I am in a position to judge the performance of a car; I consider the Erskine Six with its low tax compared with other American cars, to be quite the best value on the market at present. Its acceleration is nothing short of marvellous, the springing and braking everything that could be desired, the silence of the engine could not be equalled by many cars at three times the cost. I

congratulate you on having the agency for such a splendid car and judging by the many I meet on the road, it is evident that many others are of the same opinion as myself."

Motor-Boat Racing

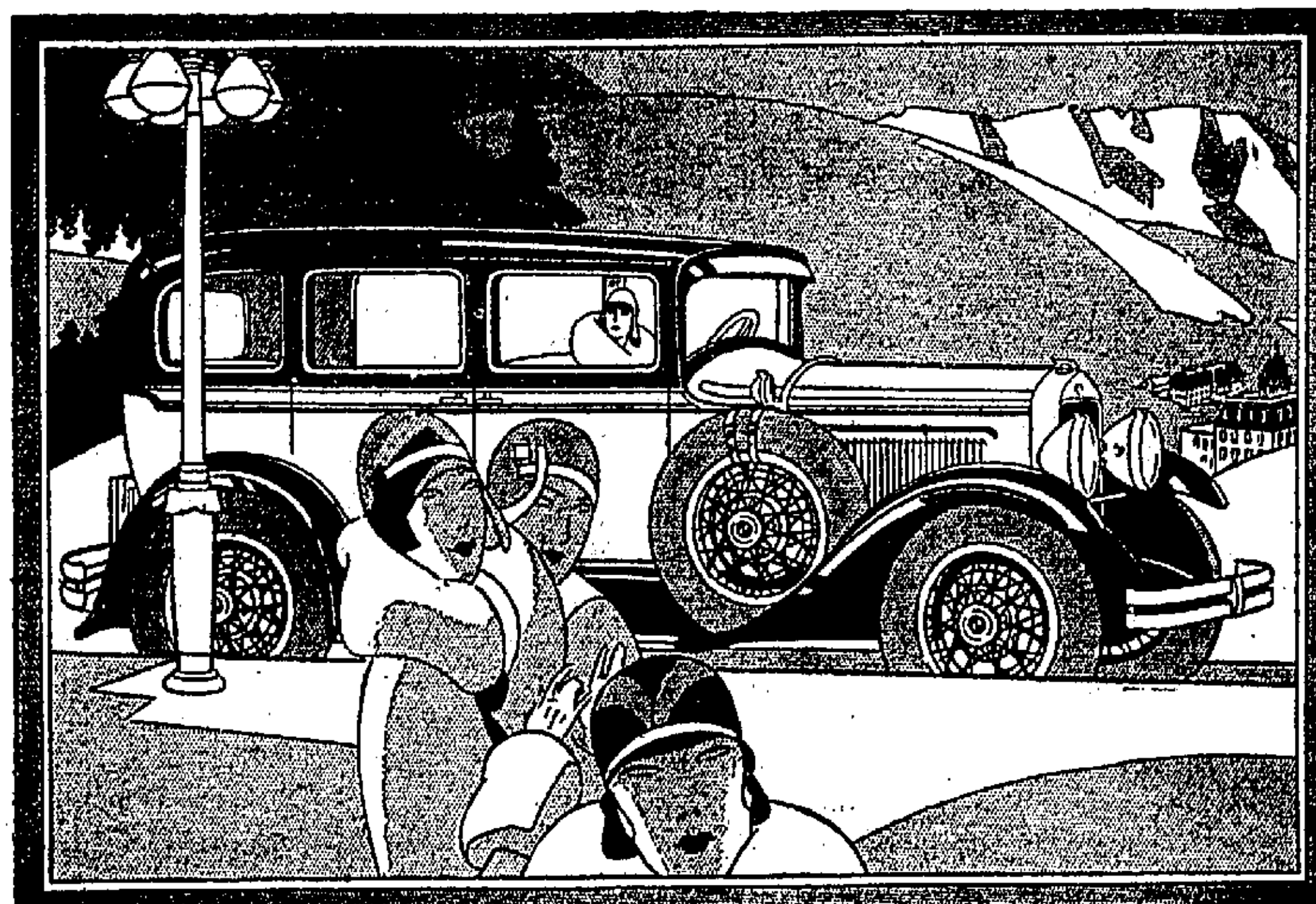
The most powerful racing motor-boat ever built is now nearing completion in England for the well-known sportsman, Miss Carstairs. It will be driven by three great Napier engines and has been designed for the Schneider Trophy Air Race record. A total of about 3,000 horse-power is expected to make the new boat exceed the speed of a hundred miles per hour.

Miss Carstairs intends to make an attempt to beat the world's motor boat speed record.

Aberdeen Buys 'Buses

Aberdonians have a reputation for being hard-headed and for always getting full value for money. It is not surprising, therefore, that when the question of purchasing more 'buses came up for consideration recently, a considerable discussion ensued. In the end a decision by a considerable majority was taken in favour of purchasing Albion vehicles, and 10 32-passenger chassis were ordered. This is the second repeat order received by the Albion Motor Car Co., Ltd., Glasgow, from Aberdeen Corporation, and it can therefore be taken for granted that the Aberdeen Corporation have found that Albions live up to their reputation for economy.

Compare THE DIRECTOR'S performance and price



THE DIRECTOR ROVAL SEDAN—Either wood or wire wheels are available, hydraulic shock absorbers, ball bearing spring shackles.

STUDEBAKER'S new Director is eager to prove its champion performance to you—as it officially proved to the world by traveling 5000 miles in 4751 minutes.

No other car in its modest price class equals The Director's speed and endurance. No other car equals The Director's riding comfort because only a few costly cars offer you the tranquil riding ease of hydraulic shock absorbers plus ball bearing spring shackles.

New beauty reflects the Studebaker Director's oft proved speed and stamina. Champion fleetness and endurance are expressed in the spirited style of its low-slung lines and youthful colours.

Come drive the new Director today. Realize that here is a champion car—and a Studebaker—with a 77-year-old heritage of careful craftsmanship and honest value. There are no finer motor car credentials.

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[Studebaker builds four great lines of cars—The President Eight (30,000 miles in 24,500 minutes); The Commander Eight; The Director (5000 miles in 4751 minutes); The Royale (1000 miles in 984 minutes). Each is backed by Studebaker's 12-month guarantee.]

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SEGRAVE'S RECORD

Golden Arrow Piloted to Victory

DRIVER'S ACCOUNT

Two hundred and thirty-one miles an hour!

When Segrave first exceeded 200 m.p.h. at Daytona two years ago, everyone thought the limit had been reached.

Is there a limit at all when in those two short years the same driver can add nearly thirty miles an hour to the record?

Imagine a vast stretch of almost deserted sand flanked on one side by the sea, on the other by low banks, beyond which are the houses of Daytona in Florida. Where the sea plays the sand is soft and dark, above that it hardens to a concrete-like surface almost dazzlingly white, and above that again, nearer the banks, it is looser, more like real sand.

In the foreground stand deserted certain strange marks with a flaring light, a mile away are others with another light, and in between the marks stretches, just clear of the sand, the wire of an electrical timing apparatus. Safely distant is the apparatus itself with officials watching the strip on which a clock-like mechanism stamps the recorded time. Up on the banks is an eager throng of people kept in order, and out of harm's way, by a line of police, some on motor cycles, some in cars, while all around are cameras of every shape and kind.

The Monster Starts

From the sea there is a steady, mild wind. An electric warning horn sounds. Suddenly the car is caught by a far-off muffled roar as of some unseen angry monster. The roar deepens to a thunder, increases very swiftly, becomes indescribable, something beside which the menacing voice of a fighting aeroplane high up in the sky is but a pale reflection. Far away on the sand a small weird-looking, low machine comes into view with incredible swiftness, its gold paint glistening. It travels with deceptive smoothness, becomes rapidly larger, achieves a pandemonium of noise, and, before a single detail can be recognised, hurls itself between the marks and is instantly disappearing in the distance.

Thought Outfaced

The thing's pace out-speeds thought, and it is some seconds before the mind can take it all in; then it flashes upon one that the car seems to be travelling in silence and the uproar to be following astern. Of smoke, or dust, or upflung sand there is no recollection, and, curiously, not a memory of the man whose skill alone controls that giant projectile.

Right away beyond the mark posts, unseen by most of the spectators, a group of mechanics dash at the car as it slows to a stop with long streaks of oil running along the body and a show of orange flame from the squat exhausts. Four quaint jacks are screwed from the frame to the sand, and three tons of car rise slowly amid the hard clatter of hammers on the wheel hub nuts. Almost a minute's furious hurry and the four wheels slide off, four more take their place, the nuts are driven home, the jacks unscrewed, and the car slowly turns through 180 degrees.

The Return Trip

For a second it stands while the twelve exhaust pipes spit flame and smoke and noise, then, with a quick jerky action, the golden machine gathers way

stupendously, incredibly, the exhaust note changes with the gears, the great machine increases speed, in one swift rush becomes a projectile screaming through the air, flies over the marked course, and, before the spectators can regain their breath, is gone.

It is uncanny, impossible, quite unlike a car made by human hands, much more like some extraordinary unknown immense lizard with more than an animal's speed, and more than a human intelligence.

The Time Announced

A moment's gathering at the timing instruments, a comparison of the typewritten strips, then an official makes the matter-of-fact announcement of a modern miracle—a man has travelled faster than ever man travelled before, England has regained the world's speed record, and months of strenuous work by hundreds of men, thousands of pounds of money, have achieved the desired end; thirty-one and a fraction seconds' furious action and an average speed of 231.362 miles per hour for the mile for two runs have been achieved.

Instantly the excited crowd swarms over the beach to cluster in one cheering group as the big car comes slowly back to the officials. It is a wonderful moment that, when, the task safely accomplished, a driver can lower his goggles and come slowly up to the wonderful welcome which an American crowd knows how to give. Not all the money in the world can buy its equal, nor would the successful champion change places with any living man.

Some three thousand miles away two men wait restlessly in a London office, their minds out at Daytona, wondering what has happened, not without foreboding. Abruptly the desk telephone rings, and right across half the world a well-known voice says, quite simply: "Daytona calling; this is Segrave speaking—it's all right, she's done it."

Segrave's Version

Over the telephone Segrave was extremely interesting. He said: "I took a run of about four miles to get up speed before entering the stretch across which the timing wires were laid, and for the first part of the run I was able to watch the rev. counter dial and change from first to second and second to top exactly at 3,200 r.p.m. The commencement and the finish of the measured section were indicated by two big trestles 50ft. high, with a wire between them on which was suspended a large red arc lamp; this could be picked up roughly a mile away.

"When I could see the light I used the foresight—which I have had put on the car in a place usually occupied by the radiator cap—and a rough form of back-sight, and though the great difficulty was to see the course properly these sights were very useful. As it happened, the weather was very bad indeed; there was mist lying in patches all along the course and the visibility in general was pretty bad—about three-quarters of a mile, in fact, though in places I could see for as much as a mile. That was why the arc lamps were so useful to show up the beginning and end of the course. The condition of the sand was very bad, certainly worse than when I went last time and I am told worse even than when Campbell made his record run. There was water on the sand for considerable stretches.

"The car behaved exactly the same each run, north and south, but on the first run water coming

from a pipe near the engine began to spray over my windshield and I had to look out round the edge of the screen, which was not a very pleasant performance.

A Wise Precaution
"At the end of the first run—during which, by the way, the car handled extremely well—the mechanics changed all four wheels as a precaution and put in more water and more fuel in six minutes fourteen seconds, the trouble with the water pipe being cured at the same time. The wind during both runs was something in the nature of 20.25 m.p.h., and blowing dead on the side of the car all the time.

"One interesting point was that the cockpit during the whole run was free from fumes and quite cool—a big point, since engine fumes have a very bad effect on the driver, and it would be quite easy for the temperature to become unbearable if the design of the 'Golden Arrow' had not been right."

Maximum Not Reached

In answer to another question, Segrave said: "The car never reached its maximum owing to the conditions, and, given anything like good weather and smoother sand, I think—though it is extremely difficult to say—that some four or five miles per hour could be added to the present average. But I shan't go again unless the record is beaten by the White Triplex very shortly. My plans are to leave in two days' time to attempt the boat record, and then to sail for England on April 6."

Talking of the difficulties of the record, Segrave said: "The worst time was at the end of the second run when, just before the car crossed the line, it struck a bad gully and the wrench damaged one of the radiators, fortunately without slowing the car. The damage is being repaired at the present moment, and the car, inspected after the run, was in perfect condition and quite fit to attack records again. Probably the damage to the radiator was caused by the car slicing sideways and twisting the whole radiator unit.

"By the way during both runs it was quite impossible to hear a sound from the exhaust pipes, although they are in front of the car, because of the roar of the wind past my ears."

Asked about the White Special, Segrave said: "The car is to go out to-morrow, but the weather at the moment is getting steadily worse and there is a good deal of rain. The car should be driven either by Bob McDonough, whom you know well enough, or by Lee Hille, who is what they call here an 'outlaw' driver, or by Deacon Litz, who drove a Miller at Indianapolis. Durray is not driving, and the car has had a certain amount of mechanical trouble, though that will probably be got right. The people over here gave my car a wonderful reception, and I have had every possible assistance in every way."

The Actual Times

The actual times are interesting. The first run over the kilometre gave an average of 375 k.p.h., and over the mile, 231.511 m.p.h., slightly faster, that is, over the kilometre than the mile, the average being just over 233 m.p.h. On the second run the speed was slightly lower, the average over the kilometre being 369.989 k.p.h., and the average over the mile 231.213 m.p.h. so that the record now stands for the mile at 231.362 m.p.h., and for the kilometre at 372.478 k.p.h., and actually the highest speed is

(Continued on Page 20.)

BOOMING INDUSTRY

Town Which Makes Motor Cars

COVENTRY STATISTICS

A "Daily Express" special correspondent writing on a visit to Coventry says: More motor-cars are being built in Coventry this present month than at any previous time in the industrial record of the city.

The peak of production is rising steadily, and sales are keeping pace with output. At least four great works are turning out from forty to fifty per cent., more cars than in the comparative period of last year, and one of the most encouraging signs is the exceptionally good demand for British cars from abroad. Slowly and surely the Coventry motor firms are pushing their way into overseas markets.

Everywhere in the city one hears "big figure" talk. There is a great new works, which when running fully, will make no fewer than 6,000 engines a week. One factory, at the moment, completes 1,800 engines each five and a-half days, and there are several others where finished motor-cars are taking the road at the rate of from 200 to 500 a week.

Machine-Tool Factory

It is not only in motor-cars that Coventry is doing well. There is—lately completed—on the outskirts of the town the largest and finest machine-tool factory in the world, to which orders are coming from every continent. The machine-tool trade is a "barometer," for when that trade is busy it means that there is a general stimulus to every class of manufacturing and engineering. Machine tools are the raw material of works equipment.

A hint was given to me in the city of a wonderful new capstan lathe which is still a Coventry secret. That lathe, I was told, will simplify seven separate operations in motor making down to one. It will—should its promise be fulfilled—have to be installed in every motor works and in most other machine shops in the world. It is said to be a "revolution" in machine tools.

Other industries in Coventry are booming. Thousands of men and girls are making artificial silk—the largest factory in the town is for artificial silk.

All the little tabs and labels which tailors, hosiers and drapery houses put on their garments are made here, and business is particularly brisk. Then, too, Coventry produces equipment for automatic telephones, and a great deal of this material is being shipped abroad—to Australia, Africa, and other parts of the British Empire.

Unemployment Reduced

Unemployment in Coventry is substantially down in relation to last year. The total is just 2,000, including people on part time, which is remarkably good for a total population of more than 160,000 with 62,000 workers on the insurance registers. That 2,000 at present unemployed includes a percentage of unemployed, and also a certain number of skilled men, who drift between the various works and periodical take a vacation, "on the dole."

Another fact to be remembered is that nearly 18,000 people—according to a recent municipal census—come into Coventry each morning to work from Birmingham, Leamington, Warwick, Nuneaton, and the surrounding districts.

Juvenile workers are doing extraordinarily well. There is only one boy, registered as unemployed in Coventry, and that is because he wants to be an analytical chemist, and vacancies for embryo analytical chemists are not frequent thereabouts. There are also fewer than a dozen girls, under the age of eighteen, "out."

A lad called recently at a motor factory for a job and was asked what he had been doing. "I've been on the drilling," he answered. "Why did you leave your last job?" questioned the shop manager. "Oh, I could only earn thirty shillings a week there," said this boy of fifteen, "and it wasn't good enough."

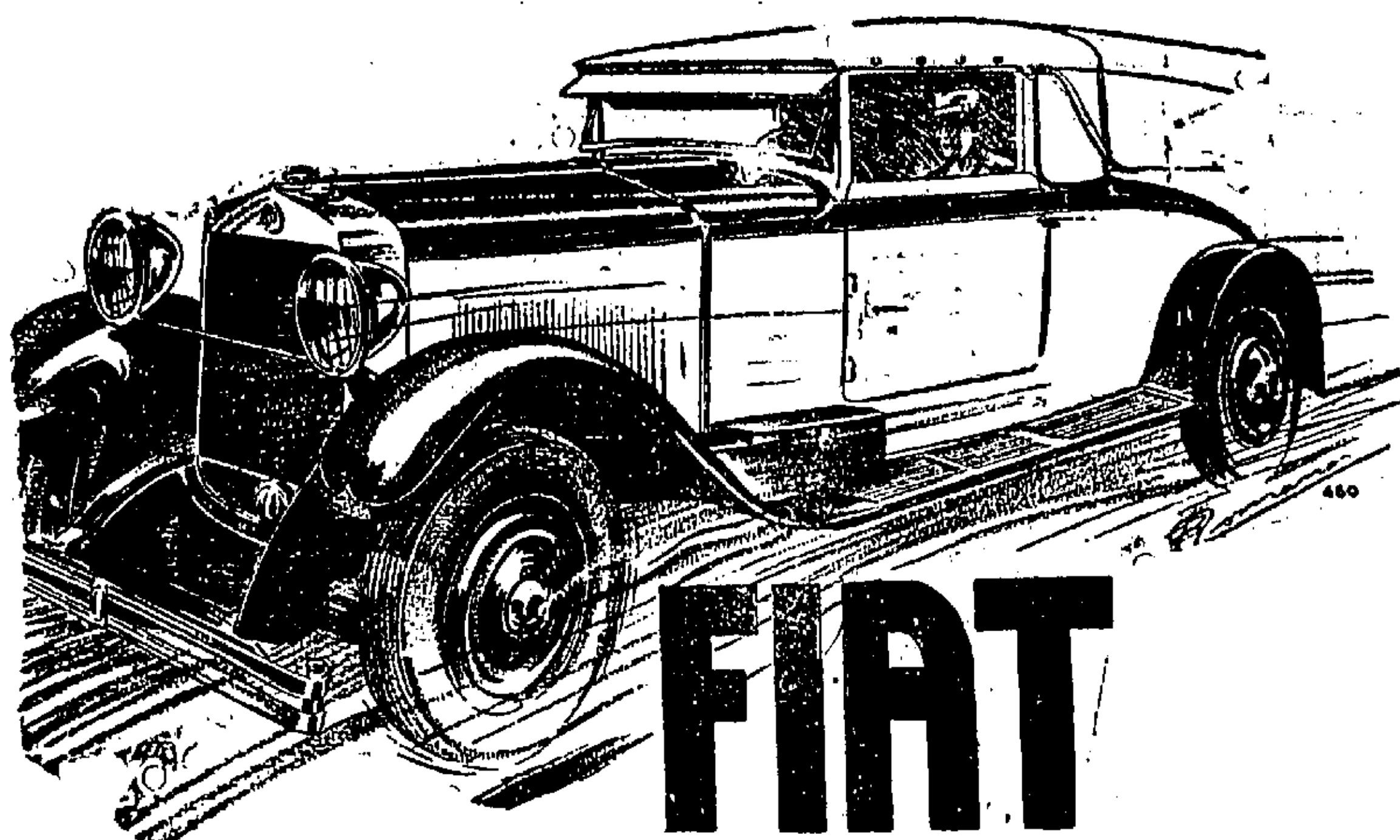
That incident is typical of others, all of which illustrate the good times in Coventry.

Seasonal "Boom"

Without question, taking every aspect into account, it is the most prosperous of all the great industrial towns. Of course, the "boom" in the motor trade is seasonal. As summer approaches the demand falls off. Practically all the motor-cars which are likely to be wanted have been made. Then there is a lull for several months, when the unemployment figures will mount.

Even so, with motor-car making having its natural up and down periods, the other industries of the city keep steadily prosperous the whole year round. Any slackness on the "awings" is com-

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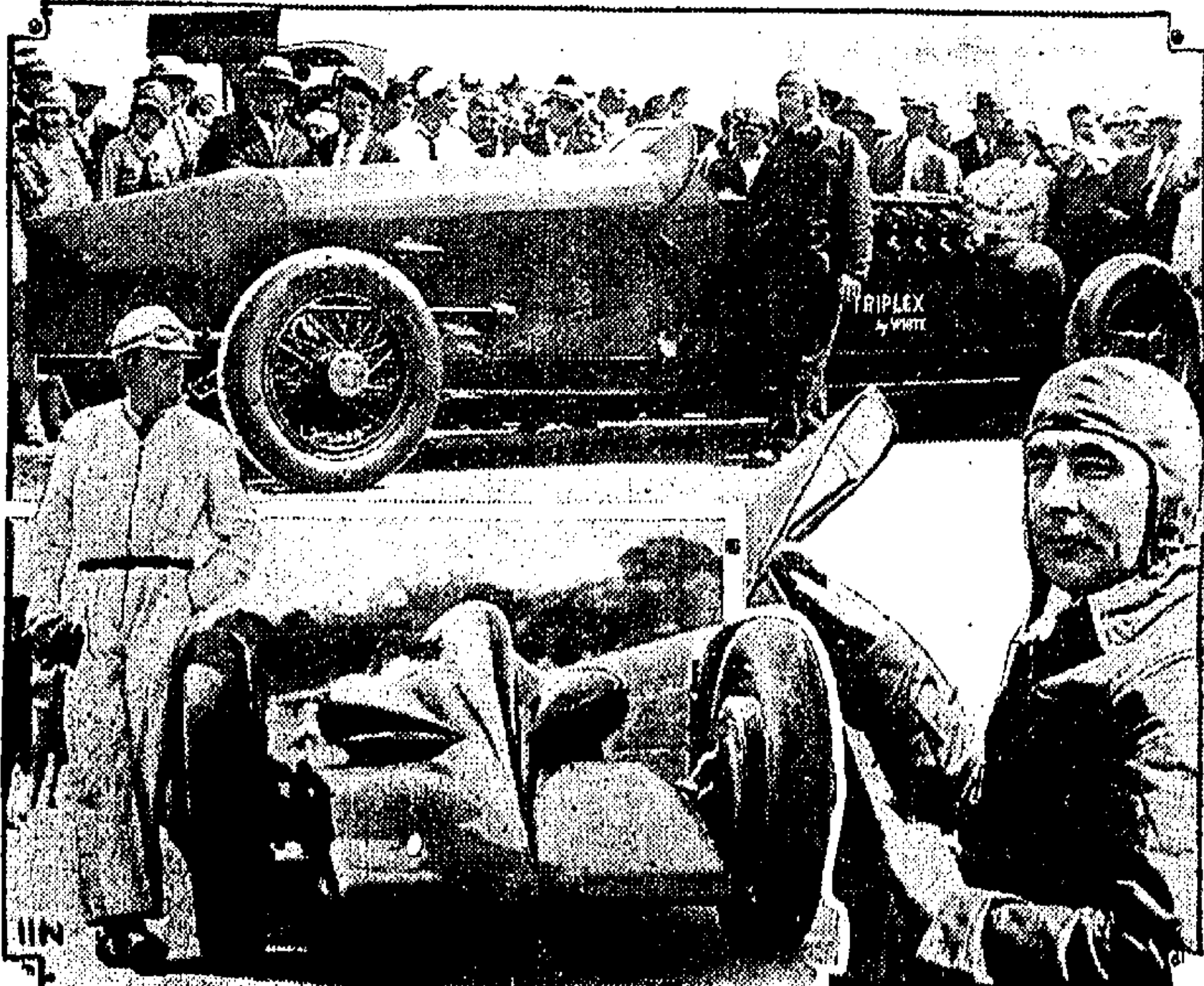
Fiat Garage: 67, Des Voeux Rd. C.

Telephone C. 4821.

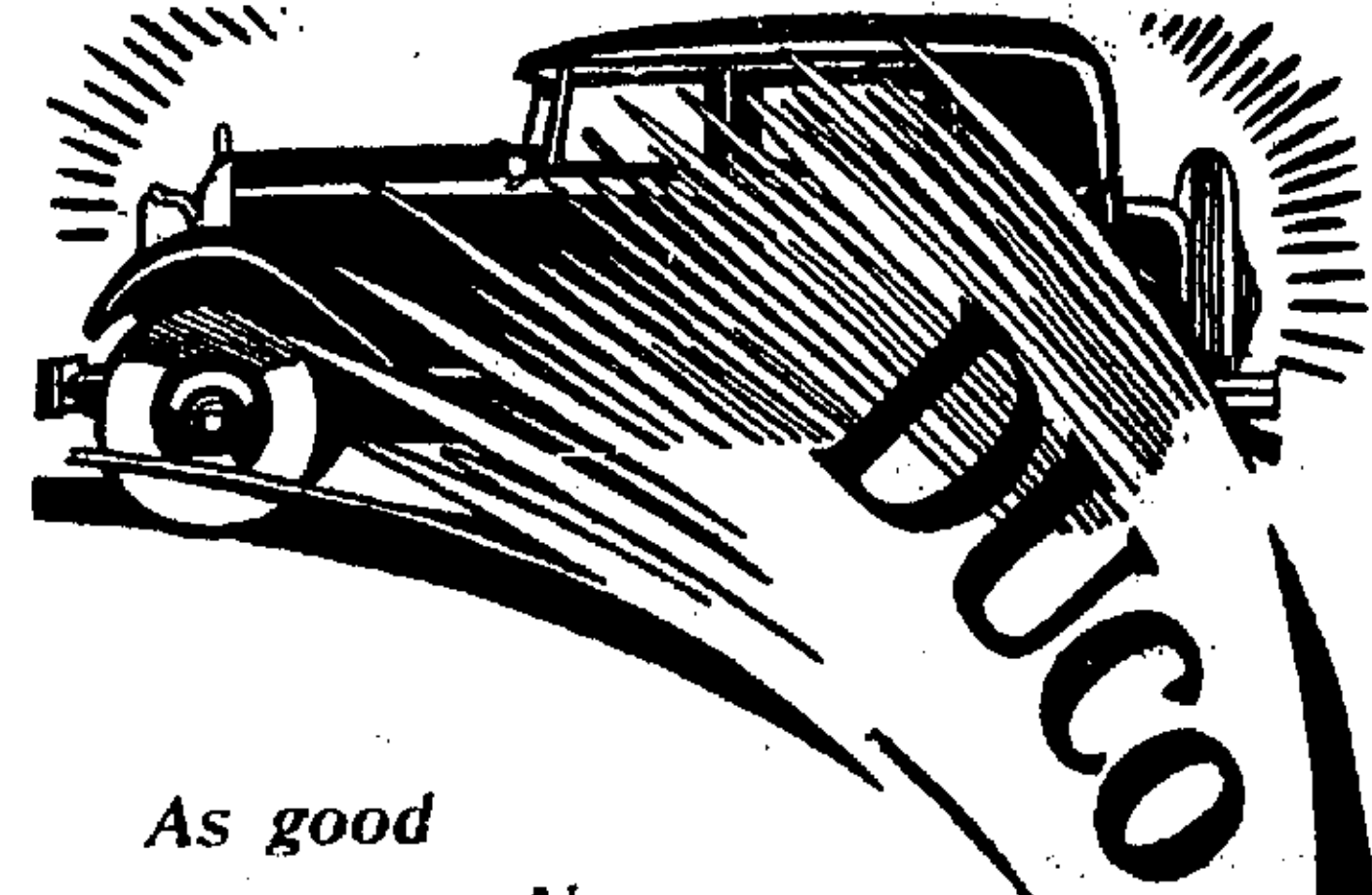


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The Tyre
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Buses.

America's Turn to Beat Record



Major Sir H. O. D. Segrave (lower left) raised the record on the world's auto speed from 207.5 to 231.3 miles per hour. His "Golden Arrow" flashed over the marked course almost faster than the eye can travel, almost four miles a minute. J. M. White (lower right), American sportsman, is still optimistic that his Triplex, top, which set the former record when driven by Ray Keesh, can push the mark even higher.



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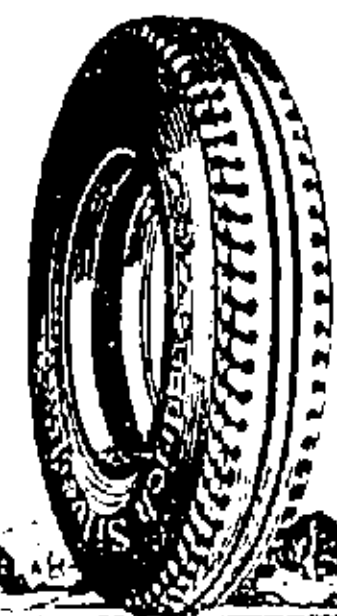
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20,000 MILES

Rio de Janeiro To New York

Shrieking sirens of a motorcycle police escort and congratulatory shouts from Acting Mayor McKee of New York greeted a wiry little Italian race driver and aviator at the conclusion of the first successful automobile trip linking North and South America.

Jose Mario Barone, Pan American trail blazer, who left Rio de Janeiro more than two years ago in a 1922 Studebaker Light Six touring car, arrived in New York, March 1. Nearly 20,000 miles of plain and mountain, jungle and desert, lay behind Barone as he drove along Broadway to meet the welcoming committee at the City Hall, where he was presented by Judge Francis Mancuso of the Italian Historical Society, Count Robert, Italian Vice Consul, Count Roberti, Italian Vice Consul, and Paul Vaccarelli, chairman of the reception committee.

The intercontinental trip from Rio de Janeiro to New York by automobile has tempted many dare devil drivers from Latin America, according to Barone, who states that more than two score cars have started north, with New York as their objective, and failed. Yet Barone and his battered Studebaker, which had seen more than 100,000 miles of "stunt" driving before the start of this journey came through. They camethrough in spite of avalanches, fever, and the vicissitudes of a long trail which cost the lives of three mechanics who had thrown in their lot with this adventurous little Italian at various stages of the journey.

Intrepid Adventurer

Barone himself satisfies every popular requirement as the intrepid adventurer. He was a motor driver in Northern Africa with the Italian army before he was out of his teens. At 34 he now looks back on a career as an aviator with the Italians during the world war, then as stunt driver, automobile racer, and one man motor car circus in Italy, Spain, Brazil and the Argentine. The crowning stunt of his circus performance is a "leap of death" in which he charges his car up a steep ramp, jumps a 30 foot gap, and lands on another ramp.

He is a typical Latin—debonair, smiling, voluble, with a tiny silk Italian flag sewn on his worn leather driving helmet and another on the lapel of the extraordinary garment that serves him as overcoat, raincoat, and what not. He speaks no English, but one of his proudest accomplishments is the singing of "It's a Long Way to Tipperary," which he learned from some British Tommies during the war.

Startling Emblem

Most characteristic of this wiry little man's personality is the startling emblem found on his car—similar to the one painted on the fuselage of his plane during the war. It is a white skull and crossbones, superimposed on a big red heart. "My heart is ever in the hands of death," he will explain.

The car Barone used in staging his "circus" was the same 1922 Studebaker he so proudly drove into New York. It was purchased in 1924 as a used car. More than two years of stunting and racing was the "breaking in" it received for the trip which was to make transportation history.

The start of the tour was made in Rio de Janeiro, Brazil. With a companion, one Ugo Cornelli, Barone started for Buenos Aires, arriving there 23 days later, and incidentally establishing a new record for this trip. To Cornelli, Barone had pointed out that the expenses of the trip could be met by racing, and

stunting en route. The first of his races was entered in Buenos Aires. With it occurred the first tragedy of the trip. Cornelli was thrown from the car as it plunged over the rough course, and killed.

Had Barone been able to visualize the hardships that lay ahead the trip would have ended right there. But denied such vision, he struck off with a new mechanic, Casimiro Scuderoni. Heading north from Buenos Aires, they soon reached the end of anything that faintly resembled roads. With nothing more than a compass, a rough map, and the word of natives to guide them, they fought their way toward Bolivia.

for two weeks ate nothing not prepared by his own hands for fear of being poisoned. His own supply of rations at last gave out, and for several days he was without food. At length—Lima, and fifteen long days in hospital before he was again ready to travel.

On again he went with a new mechanic, —Eugene Oresci. Slow progress over mountain trails, an occasional stream bed, an infrequent railroad right of way. Guayaquil, Via Flores, Quaranda, Ambata, and plunged down the steep slope. Barone suffered a frightfully maimed hand and lacerations about the face and body. Oresci was crushed so badly that death seemed inevitable. But five miles up the mountain was a village. Blinded by sweat and blood, Barone bore his suffering companion to the cluster of huts. No doctor—only a priest, but by that time the priest alone was needed. Barone and the priest buried the man the next day.

Car A Wreck

The car was a wreck, crushed by boulders and half buried in the fallen rock. With the help of natives Barone literally took the car apart and carried it to the village. There, with his own kit and the aid of a local blacksmith, he re-built the car and went on,—again alone.

Another mechanic, Alessandro de la Torre threw in his lot with this miraculous midget of a man at Cali, Colombia. Together they struggled on. Travel was slower than ever. At length they reached Panama. The only way across the isthmus was by water,—or the tracks of the Panama railroad. Armed with a special running order as an "extra train," and accompanied by R. E. Hopkins, Studebaker's Panama distributor who is an old time conductor, Barone took to the ties. After months of the jungle its seemed a boulevard to Barone.

Central America offered more struggle through jungle and swamp. Much of the distance Barone drove a burro ahead of him. If the burro sank in slime to his middle, Barone

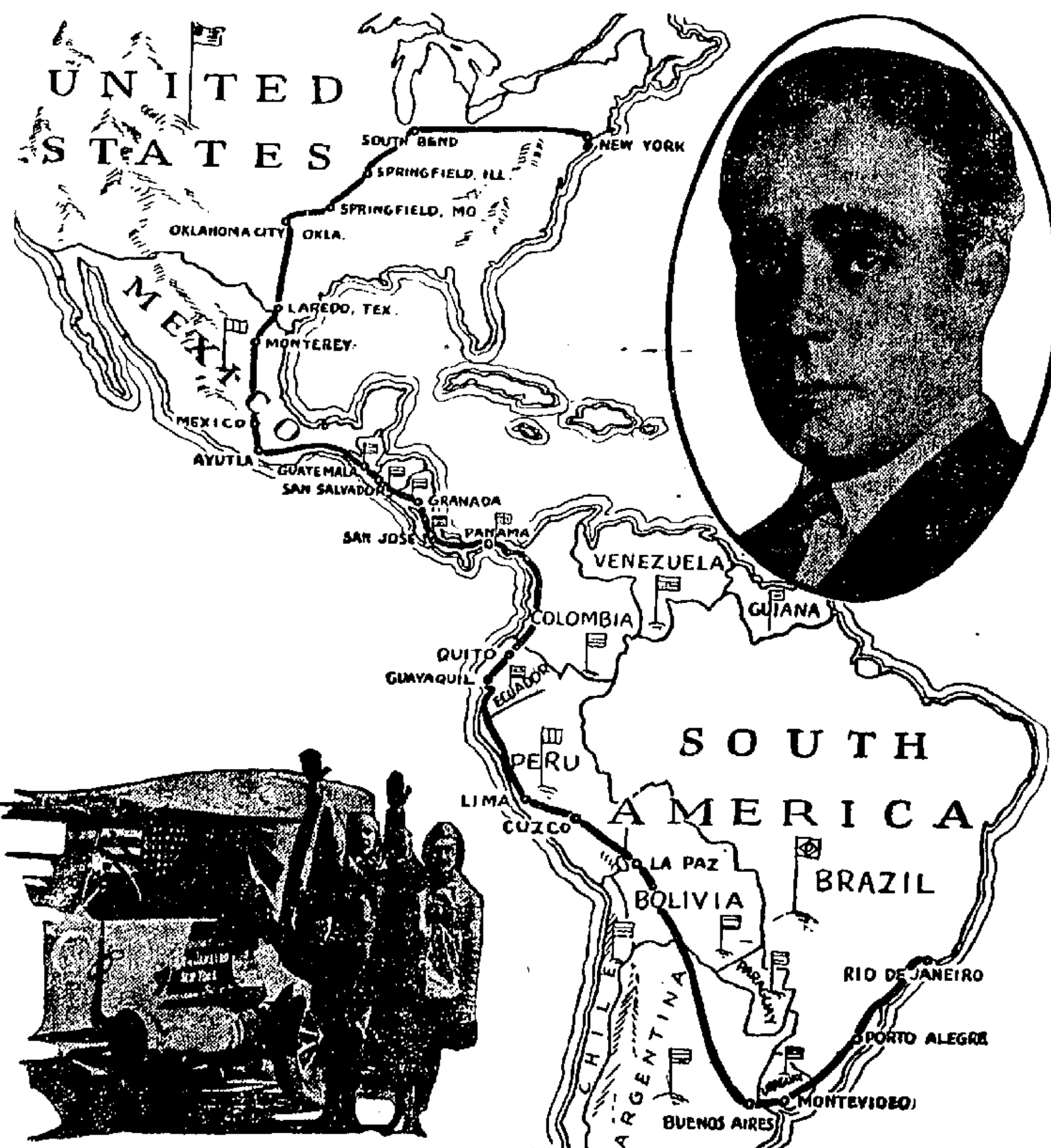
Barone and his battered Studebaker crossed the border into the United States at Laredo, Texas, then followed a route through Oklahoma, Missouri, and Illinois to South Bend, where he showed his car to the men who had built it seven years ago. From there he followed the Lincoln Highway into New York City,—to journey's end and a glorious welcome.

The worst part of the trip? Barone makes a grimace and says it was between Cuzco and the coast of Peru, before reaching Lima. No roads, hardly even a mule trail for much of that mountainous journey. He faced not only the antagonism of the savage natives, but hunger and possible failure through exhaustion of his gasoline and oil supply. His oil, in fact, was exhausted during one stage of this terrible trip. But Barone discovered that the Indians hoarded a sort of crudely refined pork fat in long bamboo containers. He secured a supply of this makeshift lubricant, which would flow after a fashion if sufficiently heated. It worked.

Mechanic Killed

The crash which killed his mechanic, Oresci, was not the only one on this adventurous trip. Three other times Barone and his car took flying tumbles, but always the indomitable little Italian was able to continue. That repairs were often of the crudest sort is indicated by the reference made by a Panama newspaper to a home made wheel on the car as it rattled into Cristobal.

Barone bears many marks of his struggles. His right leg is badly scarred from the tumble in Colombia which killed his mechanic. There, too, he lost most of one finger, which was crudely amputated on the spot. As he was thrown out of the car he struck his forehead against the windshield. The bridge of his nose was cut so deeply that for months he was unable to breathe properly. His encounter with bandits in Nicaragua brought him a flesh wound in the right arm.



Sometimes the way was open. More often they fought through the swamps and jungles of the interior, literally carving their road before them with machetes. Clinging vines and lush undergrowth were the least of their enemies, for fever stalked them at every hand. Barone fought it off while Scuderoni slowly sank as they turned their course toward the Andes. In spite of the higher altitudes, there were days of delirium during which Barone's struggles with his companion were as racking as those required to move the car.

For La Paz

La Paz became a goal which meant the life of the mechanic. They crossed the Andes in the barren, stony region of Tres Cruces, where they were held up for two days by a blizzard. Finally they reached the city, but too late. Scuderoni never recovered from his fever. Barone pushed on, alone, toward Lima, Peru.

Progress during the first stage of this journey was fairly rapid. But from Cuzco to Lima dangers and difficulties beset the lone traveler in almost overwhelming numbers. The distance, as the crow flies, is some 300 miles. As Barone travelled, it lengthened to 900 miles. That leg of the trip required three and a half months of struggle through savage mountain wilderness. Natives engaged to help clear a way for the car plotted to kill Barone and steal his effects. Barone drove them away at the point of his gun, engaged other natives, and

knew the car could not get through, and either cut a detour, or made a new roadbed in which the car would not sink over the hubs. In spite of these precautions the car many times was mired so deeply that the wheels almost disappeared in muck and water. Punta Arenas and Costa Rica were behind them. Then Nicaragua, bandits and U.S. Marines.

Sandino's bandits caught him first. They took Barone's money, his gun, 10,000 feet of precious motion picture film. The Italian begged the return of some clothing. His car was such a dilapidated wreck that the natives thought it worthless, and finally allowed Barone to proceed.

The Marines gave him food and some clothing,—and much advice. They forbade him to continue overland, and after he had cabled for funds, saw him load his car on a boat and start up the coast. Once past the Marine lines, he was soon ashore again.

Mechanic Had Enough

At San Salvador he was joined by Alfredo Masal, a boyhood acquaintance. Masal replaced his mechanic, who had had enough. Guatemala City, and then Mexico, where he found roads once again,—and more bandits.

In Mexico Barone picked up his last mechanic, Harry Knauft, a Pennsylvanian who had come to seek his fortune in Mexico. But he was homesick for the north. He begged what became the longest hitch-hike in history.

where a bullet passed through his elbow just as he was aiming a shot at his assailants.

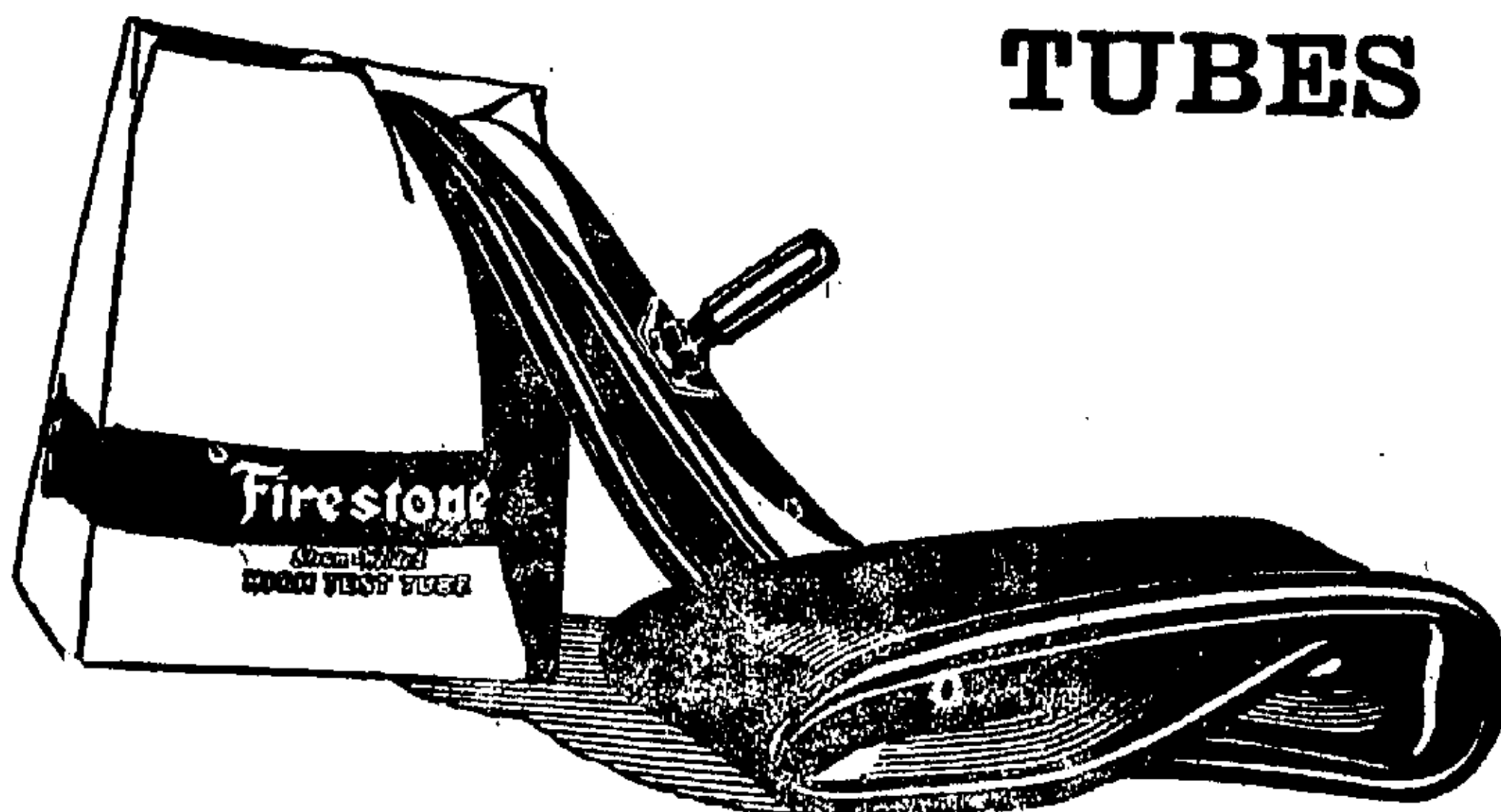
Some day in the future a great highway will be a bond of friendship linking the two Americas into one community. Then the experiences of Jose Mario Barone will seem as far away and romantic as the first pioneer caravan of covered wagons that won its way to California across American desert.

KING'S AMBULANCE

From the point of view of the doctor particular interest attaches to the construction of the motor ambulance chosen for His Majesty's journey from Buckingham Palace to Craigwell House. The body of the ambulance was specially designed by Mann Egerton and Co., Ltd., of Norwich and London, consulting engineers to the Medical Insurance Agency, and built by them on to a 45-h.p. Daimler chassis. The bed, which is placed on the right, is made to slide in and out of the car; should the need arise it can be turned about without disturbing the patient. For those in immediate attendance on the patient there is an armchair on the left at the head of the bed, and at the foot an upholstered seat. A dark green carpet covers the floor; there are three large windows fitted with blinds, and there are two electric lights. By means of

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In Steam-Welded Tubes Firestone provides all the value made possible by careful workmanship and materials of fine quality. Moreover there is the special advantage of freedom from "slow leaks," which are so ruinous to tyre covers. Steam-Welding makes this possible by sealing the tube at the vital points, in live steam, under great pressure. Firestone Tubes hold the air perfectly, supporting your tyres at the right inflation pressure, and contributing to maximum service. It is common experience for these tubes, with their special heat-resisting qualities, to serve through the lives of several tyres. Make your next one a Firestone.

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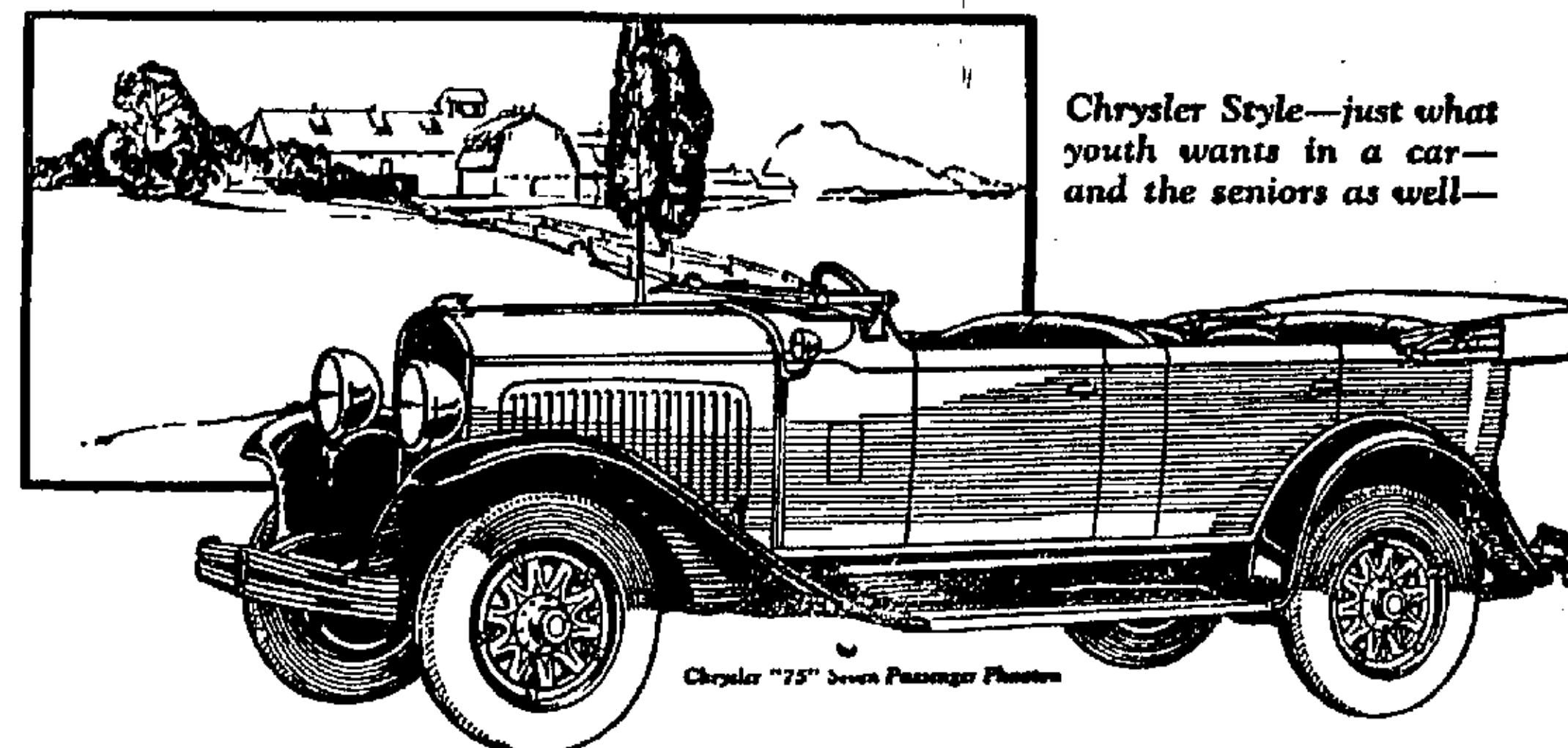
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CHRYSLER



Chrysler Style—just what youth wants in a car—and the seniors as well—

A car that suits the whole family

WHEN the family car is a Chrysler, there isn't any division of opinion in that household—because the Chrysler has all the things that the whole family likes.

Chrysler's distinctive new style and lively performance are just what youth wants in a car—and what the seniors desire as well.

Chrysler has the comfort and roominess that everyone desires—yet Chrysler cars have grace and symmetry, avoiding the bulky and the cumbersome.

Furthermore, once bought, the Chrysler—whether "75" or "65"—has the sturdiness and dependability which keep maintenance at the minimum and mileage at the maximum.

So from every angle of looks and service, the Chrysler is the car for which the whole family votes as a unit.

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a special electric heating apparatus and an electric fan the temperature inside the ambulance can be regulated at will. A mahogany and nickel hand-basin is supplied with water from a tank. A single swing-door, with glazed window, gives access from the back of the car. Exhaustive tests had proved this ambulance to be capable of carrying the patient in comfort while maintaining a high average speed. The accompanying illustration shows the interior as seen from behind. These ambulances are supplied by the Daimler Hire Company, of Knightsbridge, S.W.

IN THE SMALL HOURS

I have often wondered, writes a contributor to "Motor Cycling," why more motorcyclists do not travel by night. Is it because the majority of people are really rather frightened of losing their beauty sleep? If the night is fine there is something particularly fascinating about riding in the dark and one seems to be able to keep up a much higher average speed over long distances than in the daytime, principally because there is practically no traffic in the towns.

It is sometimes said that one

cannot obtain petrol and oil at night-time just where one wants it, but nowadays there is a number of garages and filling stations open on the main roads to deal with commercial traffic, whilst shilling-in-the-slot pumps are increasingly in evidence.

When travelling at night, especially at this time of the year, it is wise to take some refreshments in one form or another, as hotels have a habit of closing quite early and are very often as unassailable as any mediaeval castle. Lorry drivers' coffee stalls are to be found beside most main roads.

CHRYSLER CARS

Begin Sixth Great Year

The beginning of the year 1929 marked the termination of Chrysler's first five years. These years have been significant in the automotive industry. They have witnessed a great transition in the public mind as to what constitutes a thoroughbred car.

During the comparatively brief period Chrysler has received a measure of approval that has seldom, if ever, been equalled in the history of American business enterprise. More than 750,000 Chrysler-built cars have been purchased, more than a billion dollars invested in Chrysler products. To-day the public is patronizing at the rate of several million dollars a day!

Why? Because Chrysler has constantly built more luxurious, more comfortable and finer performing cars each year for less money, and, in consequence, has consistently given the purchasers of its cars greater value per dollar.

To begin with, Chrysler design has always been basically correct. Chrysler engineers went directly to the fundamentals of proper engineering for their designing, testing, research and metallurgy long before the first Chrysler was ever built. Chrysler scrapped prevailing ideas of accuracy, assembly, manufacture and quality, and substituted better ones.

Bodies To Fit Occupants

Chrysler's revolutionary practice of building motor car bodies to fit occupants instead of conventional chassis lengths has resulted in the steady development of entirely new methods of body engineering and construction. Fundamental dimensions, such as leg room and seating posture, have been predetermined by Chrysler craftsmen through long and exhaustive study.

Chrysler beauty itself is no chance creation. Its designers have sought out the unchallenged forms of beauty as developed through centuries of art, architecture and design. Chrysler craftsmen, by means of their own scientific system, based on the canons of classic art, have brought about wholly new style creations, distinguished by such features as the "slender-profile" radiator, which is so original that it has no counterpart anywhere.

Chrysler has pioneered development or popularized a long list of achievements that have established entirely new motor car values. From the time of the original Chrysler engine, which set new standards of performance—of speed, speed, endurance, economy—the company has led in the field of high compression engines.

Every car Chrysler manufactures—from lowest priced to the most expensive—benefits by the planning and research, the painstaking designing and the precision manufacturing as practiced in the Chrysler plants. Each car, throughout every part, is constructed according to a unique policy known as the Chrysler principle of standardization, which ensures that all Chrysler products, regardless of price, shall possess the supreme workmanship that ensures long life and constant satisfaction. It is this micrometer perfection that has given Chrysler plants the reputation of being more like scientific laboratories than manufacturing factories. And, as the practical culmination of a long-cherished ideal to render a better public service, Walter P. Chrysler has announced Chrysler Motors, uniting in one great group all the manufacturing properties and the wide range of products that are under his personal direction.

New Economic Force

The purpose of this highly important move was tersely described by Mr. Chrysler:

"Chrysler Motor represents a new economic force in the industry because, while preserving a complete separate identity in the products and their distribution, it welds together the advantages resulting

from the common policy of engineering, purchasing, manufacturing and financing under one personal head.

"A series of gigantic operations is made absolutely one—in search and engineering skill, in buying, in basic materials, in mutual processes and practices, in time-saving machinery.

"Each product partakes of the advantages accruing to all the others, the cardinal principle of the grouping of these properties being one thought—to benefit the buyer by a uniform basic quality and an enviable standard to value in every price field."

Chrysler Motors is already accomplishing mutual efficiency and savings which are giving new benefits of value to the buyers of Chrysler-built products. A quality manufacturing ideal is made practical for the first time in the history of the motor car industry.

Motor Inventor Dead



David Buick, who spent a fortune on his dream of "horseless carriages," is dead, nearly penniless, although the streets are alive with automobiles that bear his name. He died in Detroit at 74, of cancer, uncomplaining and defiant of the deal fate had given him.

SEGRAVE'S RECORD

(Continued from Page 18.)

for the kilometre by a minute fraction. It will be noticed that there is not a great deal of difference between the two runs, which shows that the wind was not helping the car one way or the other, but, being a side wind, was impeding it in both directions.

Tyres' Stout Work

The tyres were in extraordinarily good condition, but were changed as a matter of precaution.

Quite apart from the magnificence of a record which puts the speed up some 24 m.p.h. when it is already exceedingly high, one of the best features of the whole attempt is that it was essentially a sporting effort. An immense debt of gratitude is owed to the man who provided the funds which alone made the attack possible, and who, following the best traditions of sportsmanship, prefers to remain in the background, anonymous, and who also made it possible for the whole thing to be accomplished without appealing for money either as a bonus or otherwise from such suppliers of material as were willing to contribute.

There may be certain technical lessons arising from the record, but if there are they are entirely overshadowed by the sporting side of the affair and by the undoubted and immense gain in prestige for this country's drivers and for this country generally. Segrave's achievement will go down in history, and really can only be judged when an accurate historical perspective has been established; but it certainly ranks in effect, with the successes of other great adventurers whose names are household words to-day.—"The Autocar."

GOOD OLD DAYS

Cars in Infancy of Industry

Ernest Coker writes in "Chrysler Motoring":

However great may be our inclination to hark back to the so-called "good old days," none of us who have followed automobile development from its earliest beginnings will yearn for the cars we bought in the industry's infancy.

For one thing, the automobile-buying dollar, which, according to the National Automobile Chamber of Commerce is at present worth \$1.13, was a very ordinary, undervalued and anemic dollar. The job of assembling 1500 or 2000 of them for the purchase of one of the new-fangled speed marvels wasn't the easiest thing in the world for many early motoring enthusiasts. Moreover, the man of paying for one's car out of earnings, although used in the acquisition of pianos, phonographs, full-dress suits and engagement rings, was scorned in automobile transactions. You had to hand over the cash, or remain a pedestrian.

All this being just so, the early makers, in offering their cars to the public, were exceedingly careful regarding values. Hence, when we read that the two-cylinder Cadmus listed at \$1,725, it meant that at that figure you got the car, and nothing more. You didn't get a top; that was extra. You didn't get head lamps; they were extra. If the car sported magneto ignition in addition to the usual dry-cells, it was because you had paid for the installation of the former. Likewise, if you were curious and wanted to know how fast the thing would go, you bought, at so much extra, a speedometer. And if your wife was particular about her complexion, you soon made up your mind to buy a windshield, at so much extra.

Wonders of To-day

If anybody had suggested in those days that a time might come when automobiles would be furnished complete with tops, electric starters and generators, windshields and windshield wipers, spare tyres, locks, cigar lighters, ash receptacles, gasoline gauges, heaters, vanity cases, etc., he might have been regarded as *non compos mentis*.

In those pioneer days, an invitation to go motoring with a car-owning friend meant adventure possibly as thrilling as an aeroplane journey to the novice in aerial transportation to-day. Also, motoring required special apparel, without which it was not good form to be seen in a self-propelled vehicle. That was the age of the linen duster, the large goggles and the leather cap which stamped the wearer as one of the initiates, as an affluent, progressive member of society—in short, as a motorist.

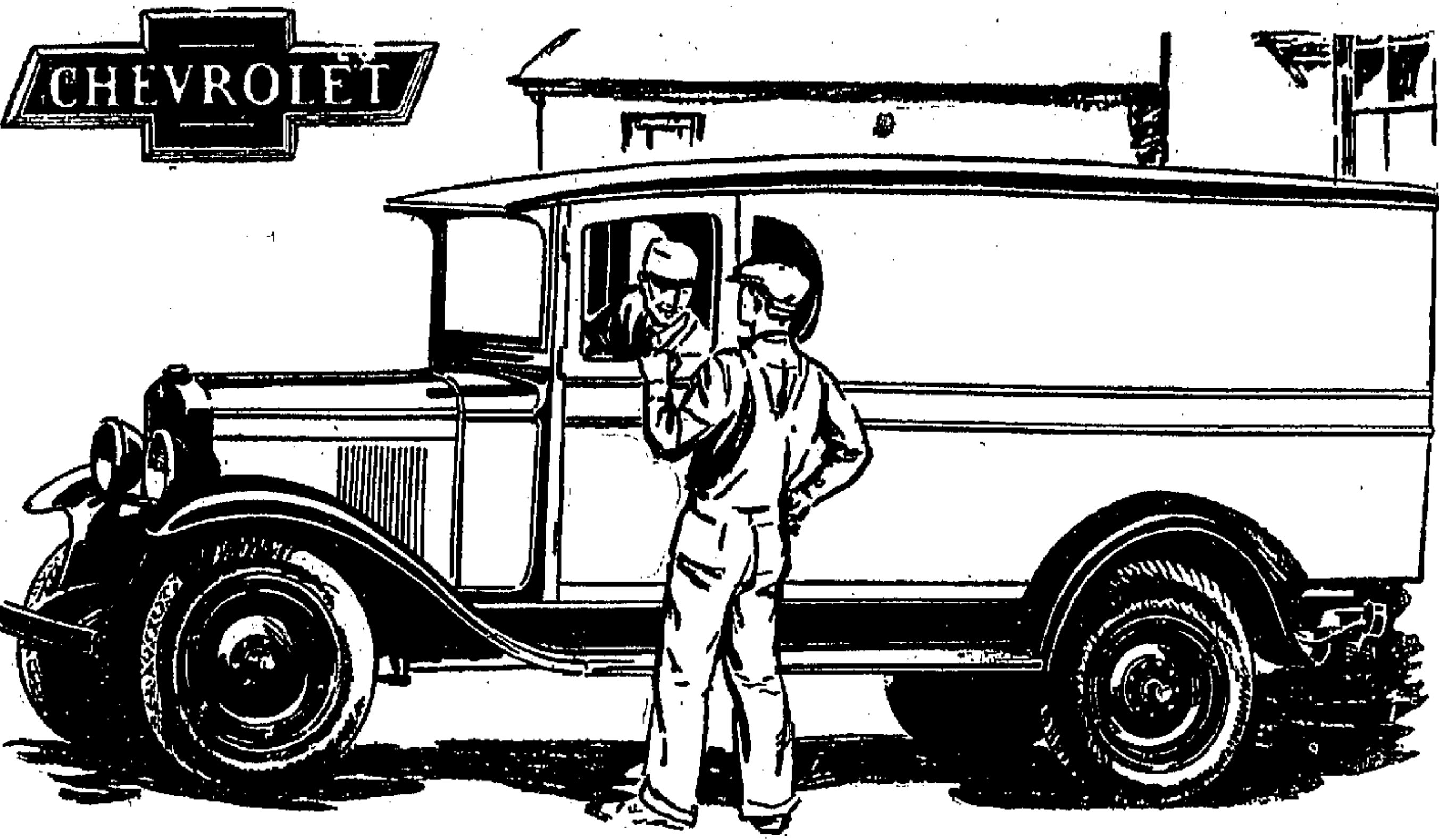
Queer as appear the sartorial aids to motoring, still queerer—considered in the light of the present—were the cars themselves.

Noisier Then

They were noisier, though nobody found fault with that. As a matter of fact, few buyers would have wanted a car so quiet that they could have slipped through a town without attracting attention! What good would it have been to own the most modern conveyance in existence if the owner were deprived of the opportunity to let the world in on the fact? No, noise was not at all frowned upon; it seemed to indicate power.

When the early motorist approached a town or village, the noise of his motor preceded him by a considerable distance and by the time he had reached the village limits, the populace had cleared the roadway and stood on the sidewalks, scanning the horizon where the car would appear. In consequence, there were few accidents and those that did occur were almost invariably caused by horses that didn't have sense enough to get on the sidewalks.

(Continued on Page 21.)



POWER THAT REDUCES HAULING COSTS!

Don't be afraid to load your new Chevrolet Truck to capacity when the route is over steep hills, up stiff grades or through sandy, muddy, uneven trails.

The new Chevrolet engine has 32% greater power and 20% more speed. The new accelerator pump will release a reserve of surplus power the instant it is needed. The rugged rear axle has extra strength built into it. The massive frame is built to resist weaving and twisting.

And there are many other outstanding features that assure dependability—long life—freedom from repairs—and a greater degree of that economy which has helped so materially to win world leadership for Chevrolet.

Let us show you how this new truck will reduce your hauling costs.

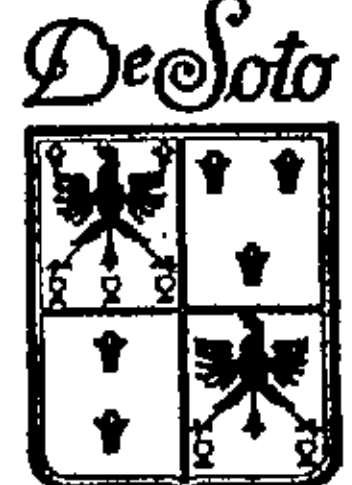
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Performance brilliancy, flashing getaway, outstanding power and pickup with marked economy of petrol and oil.

Rubber insulation of engine, new-type Invar strut pistons, new-type crankcase ventilator, etc.

Four-wheel hydraulic internal brakes with moulded brakes lining, giving instant and squeakless stopping in any weather.

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Riding qualities from long resilient springs and hydraulic shock absorbers, front and rear.

Roominess in the long low-hung bodies, seating five adults with a surplus of comfort.

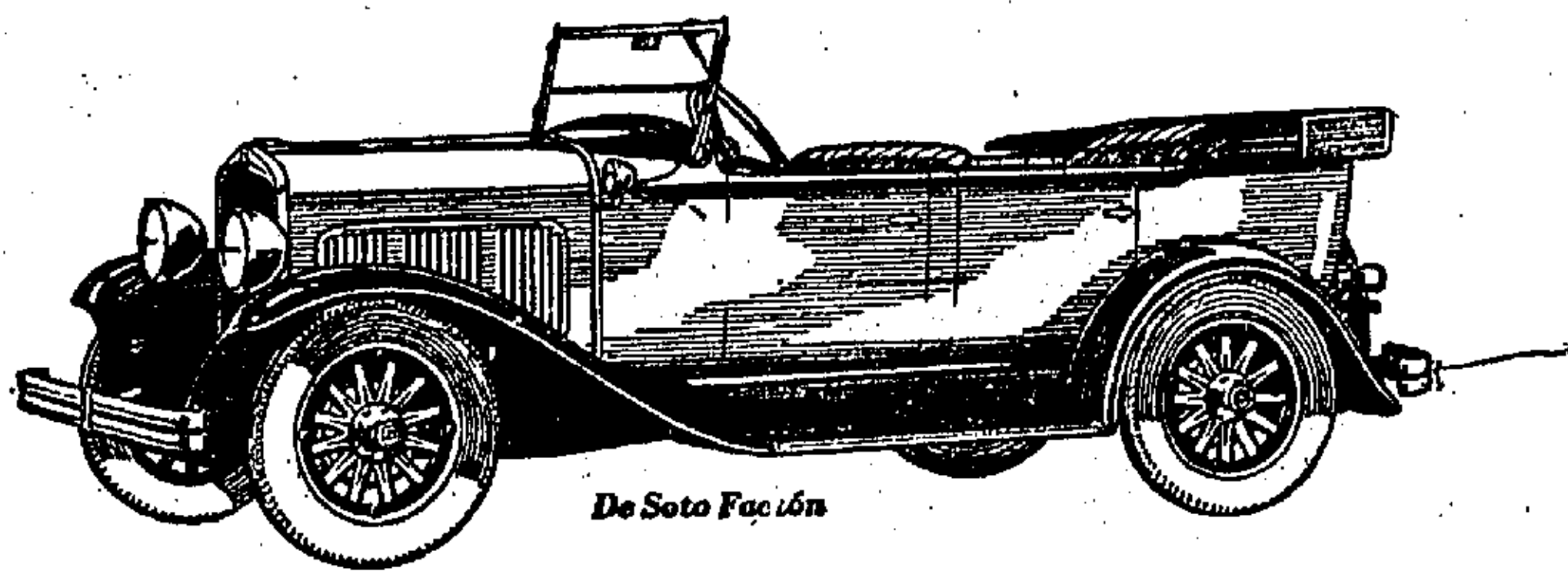
Richness of interior appointments, with high grade mohair for closed cars and genuine leather, pigskin grain, for open models.

Arched window silhouette, new air-wing mudguards, new charming colour combinations.

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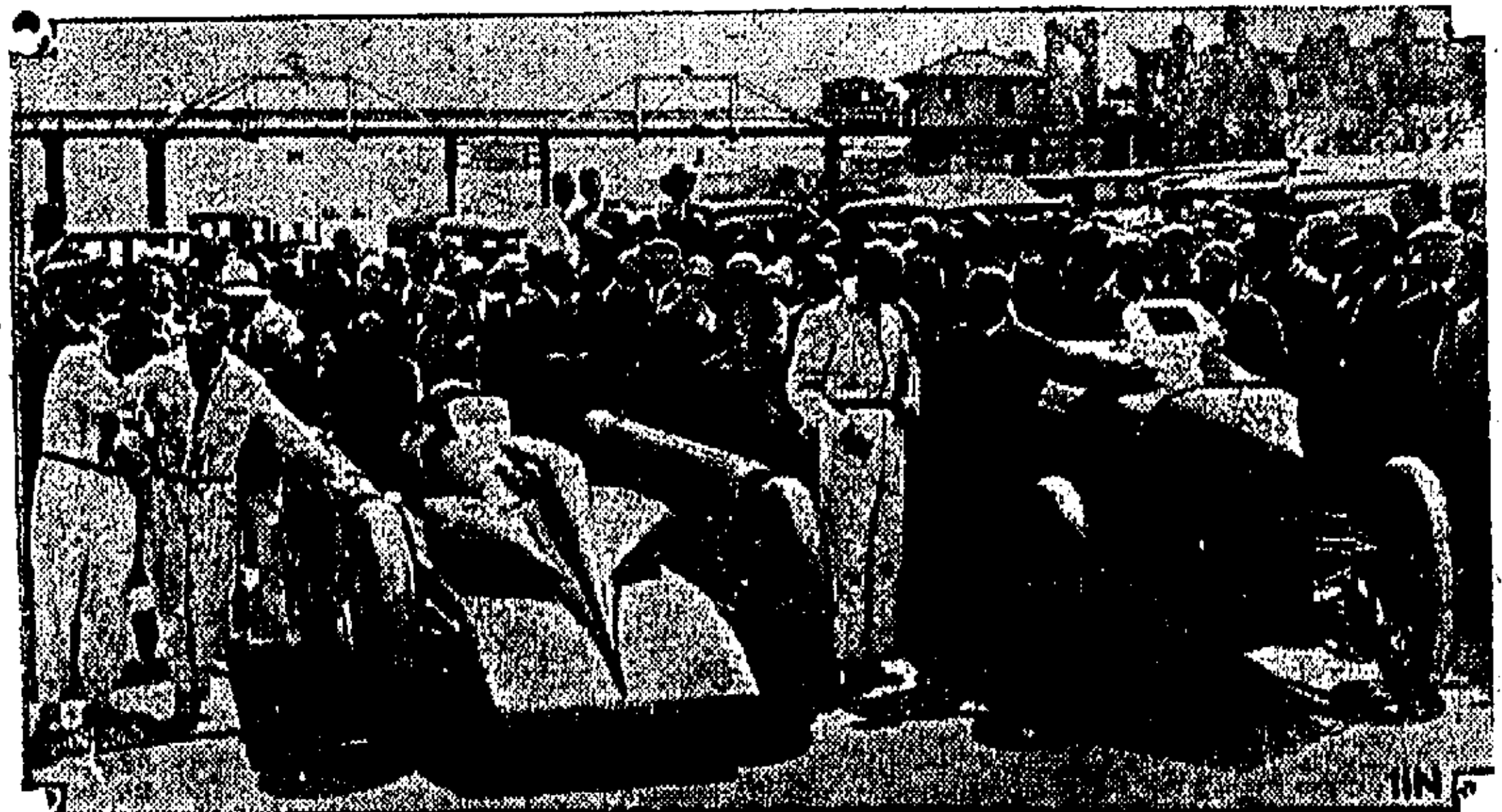
De Soto Fac 16s

See this new Chrysler-built Six—today the most talked about Six in the world. Drive it—take nobody's judgment but your own about its new performance abilities, its new standards for style and quality in the low-priced six-cylinder field. You're bound to rate it the world's premier automobile value.

DE SOTO SIX

PRODUCT OF CHRYSLER

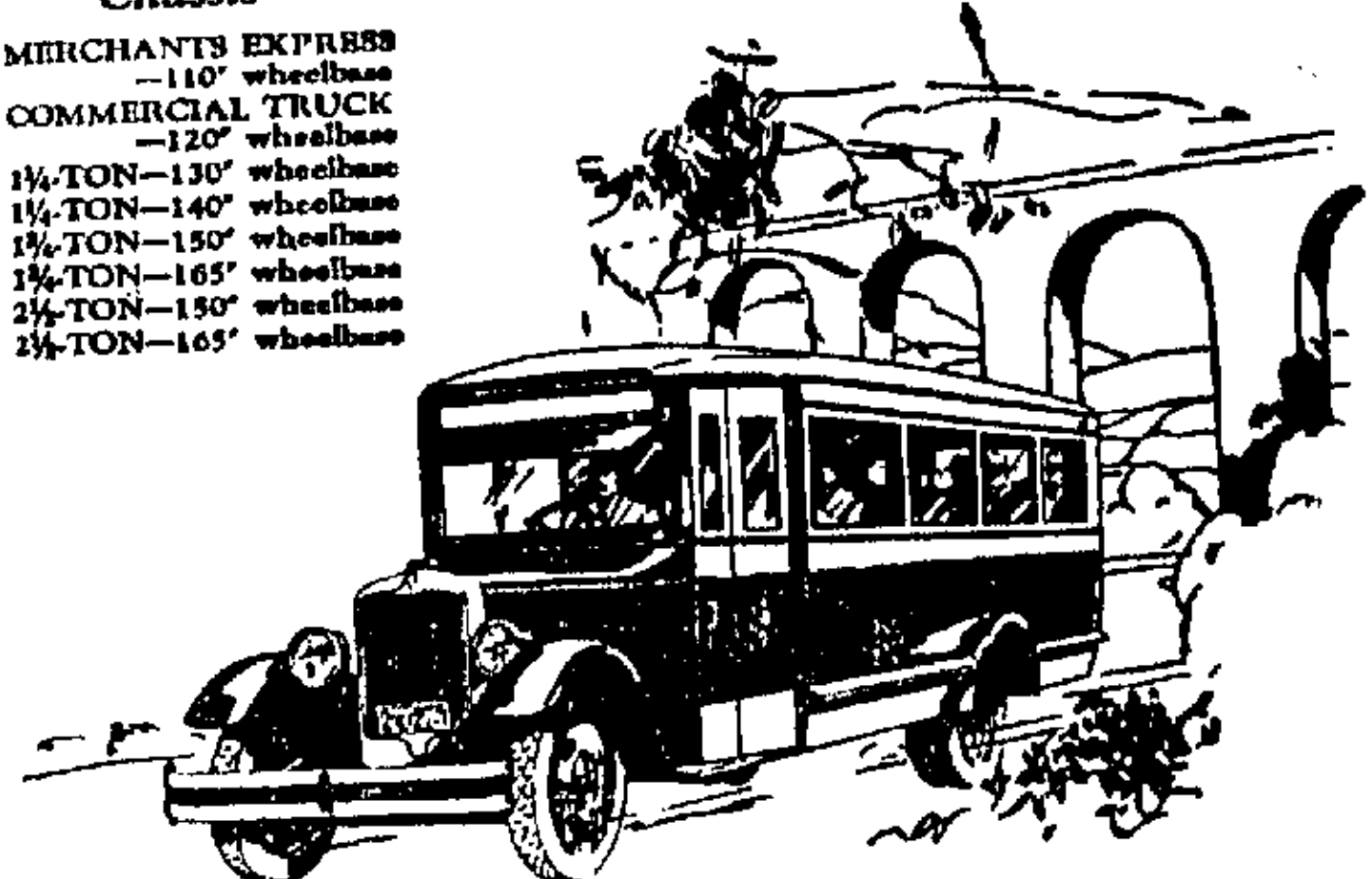
Speed Demons Break Speed Records



Major H. O. D. Segrave, left, with his "Golden Arrow" and J. M. White, right, with his "Triplex" at Daytona, Fla., where they endeavored to exceed the world's record of 207.5 miles per hour, made in the "Triplex" by Ray Keesch. Major Segrave was successful in this and also in annexing the world's speedboat title with his "Miss England."

IMPORTANT ANNOUNCEMENT.

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COMMERCIAL TRUCK
—120' wheelbase
1 1/2-TON—130' wheelbase
1 1/2-TON—140' wheelbase
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1 1/2-TON—160' wheelbase
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GOOD OLD DAYS

(Continued from Page 20.)

If these be shadows which memory throws upon the automobile's past, there are brighter pictures. For instance, there was a wondrous time when gasoline—real gasoline—cost 8 or 9 cents per gallon and when it needed no argument to enhance its value as a first-class explosive agent. That was a

good thing, because the task of stem-winding one of the early 1- or 2-cylinder engines with the aid of the low-volatility fuel that is common to-day would have discouraged the motorist so thoroughly as to place the success of the automobile in jeopardy.

And much as we may feel inclined to ascribe this rapid development to the car designer and builder, a not inconsiderable share of the credit is due the enthusiasm and patience of the pioneer motorist.

ESSENTIAL TYRE

Economy In Transport

Pneumatic tyres are common objects of merchandise to-day, but behind lies a wealth of romantic endeavour and industrial history. It would be hard indeed to conceive a world without pneumatic tyres, but it is only 4 short years ago since the late J. B. Dunlop invented what it is fair to call the first practicable pneumatic tyre—and so laid the foundations for revolutionising the whole field of transport. It has been assumed that Dunlop's epoch making invention was primarily due to a kindly effort he made to provide greater comfort for an invalid son who had to be wheeled about in a bath chair. Tere historians have generally said that Dunlop conceived the idea of attaching to the wheels of this chair some form of air filled tube—and that from this praise-worthy notion there gradually evolved the conception of the pneumatic principle and ultimately the production of true pneumatic tyres. This somewhat picturesque version may or may not be true, and of course there are records to show that some time before 1888 (when Dunlop's invention was first patented) an inventive Scotsman had produced a pneumatic tyre. The world has given the credit to Dunlop, whose name is so indissolubly associated with tyres by its incorporation in the title of the great British Tyre Company.

Tyre Just a "Tyre"

To the average man, a tyre is just a "tyre." Many motorists seem to regard pneumatic tyres as merely articles made of rubber—they overlook the fact that the inner tube is merely the "container" of air and that the outer cover is merely a protective covering for the tube. It is the air which carries the load. It is because this fact is overlooked that modern pneumatic tyres so often fall to give the service which is certainly built into them by their makers.

Whilst it would be of academic interest to describe the various forms of attachment of the tyre to the rim which had been adopted from time to time, it would serve no very useful purpose to the tyre user of to-day—who in nine cases out of ten is supplied with a vehicle on which the wired type of tyre is the standard form of equipment. It is interesting to observe at this stage that whilst for many years motor tyres were exclusively made in the beaded edge pattern, a wired type of tyre was quite common in connection with bicycles, and it is a little curious, therefore, to remember that it was only a few years ago that tyre makers surprised the world by introducing wired type motor tyres and claiming unique advantages for them. These advantages, most certainly existed, but the safety principle associated with the wired type of equipment had previously been well established in connection with tyres for the humble user of the pedal cycle.

Essential Differences

To show the essential differences between tyres of the beaded edge type and those of the wired or straight side type: The wired type is now recognised throughout the world as superior to the beaded edge and may be claimed to have made a complete conquest over its forerunner in the motor field. The wired type principle is now applied to cycle tyres, motor cycle tyres, car tyres, giant pneumatic tyres and even aeroplane tyres. It will be appreciated that whatever high quality is built into the tyre, the tyre will not be satisfactory unless the form of attachment to the rim is absolutely right and safe. It is a merit of the wired type that it remains firmly on the rim whereas the beaded edge tends to leave the rim when the inflation pressure within the tyre is reduced. As all old-time cyclists know, the beaded-edge cover has flexible rubber bead cores and the cover is fixed to the rim by stretching the elastic bead over the "clinch" of the rim. The only thing which really holds a beaded-edge cover on to its rim is the pressure of the air in the tube which forces the beads firmly into the rim "clinch." Once the air pressure is seriously reduced there is grave danger of the tyre being forced off its rim. This danger is particularly apparent when a car is cornering. With a wired or straight-side type of cover, the edges are not elastic, but contain strands of wire of exceptionally high tensile strength. These edges cannot of course be forced over the rim edges, and therefore other means of fitting the tyre to the rim had to be devised. This brings us to the varying types of rims for wired tyres which are in use to-day. There are three distinct types:—

(One). The flat base rim with a detachable flange.

(Two). The flat base rim of the transverse split type.

(Three). The well-base type of rim.

For Private Motorists
The private motorist to whom

A MAJOR ROLE

Three Engineering Developments

Few motorists recognise the importance of three engineering developments which play a major role in adding thousands of miles to the life of their motors, according to the local Studebaker Dealer.

They are the oil filter, the crankcase ventilator, and the thermostat which controls the circulation of water through the cooling system of all Studebaker cars.

"These three trusty watchdogs of engine performance assume new importance in cold weather, for then the conditions of engine operation are more severe, and the value of these safeguards becomes increasingly important."

"All three devices combine to serve one purpose, that of guarding the oil which is the blood stream of the motor's life. The first watching is the oil filter. Often small specks of carbon, tiny metal scrapings too small to be caught by the ordinary oil screen, or other impurities get into the crankcase. Through the action of the filter many of these impurities are removed from the oil flow and never permitted to reach the vital parts."

"The oil filter thus cleanses the lubricant maintaining a steady flow of pure oil to cylinders, bearings, and the pipes through which it is pumped. But it cannot prevent the development of another source of trouble which used to raise havoc with the engine,—namely, oil dilution."

Petrol Vapour

"The crankcase ventilator is the remedy for that. One of the inevitable conditions of engine operation is the presence in the crankcase of a certain amount of petrol vapour which escapes down past the pistons. This vapour and others which develop as a consequence of the extremely high temperatures of engine operation have a tendency to condense. If this occurs to any great extent the lubricating quality of the oil is affected, and water and sulphur compounds may form in the crankcase and exercise a corroding effect on the bearings and other parts of the motor."

"Thus it is important to provide some means for carrying off these vapours before they condense and start their destructive work. The crankcase ventilator does just this, sucking them out of the crankcase and passing them down under the car through a metal pipe so that none of the objectionable odour gets into the interior of the car."

Water Thermostat

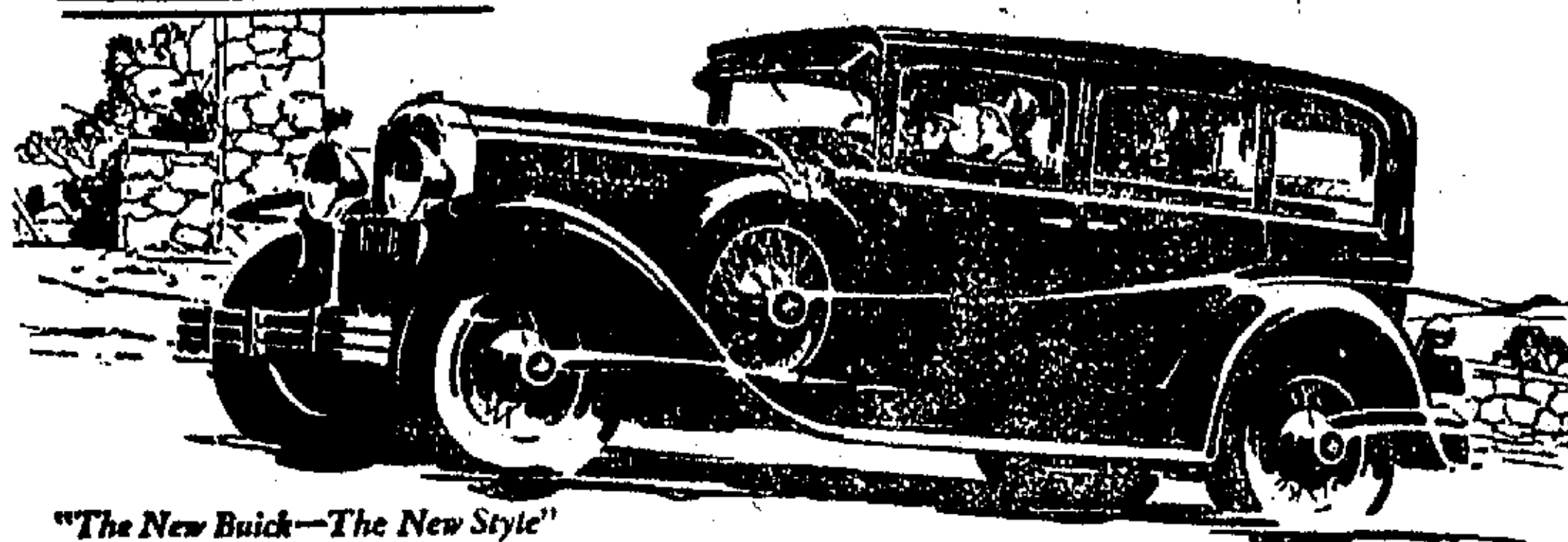
"Now we come to the water thermostat, which does still another important job, particularly in cold weather. Starting a cold motor often requires the use of the choke. Sometimes it is necessary to use the choke for a time until the motor warms up. The thermostat reduces this use of the choke by cutting down the time required to warm up the motor. It accomplishes this by preventing the circulation of water in the cooling system until a certain predetermined temperature has been reached. Then it opens automatically and helps to maintain a constant temperature for maximum operating efficiency."

"By reducing the use of the choke it also serves to cut down the amount of petrol vapour which gets past the pistons, and reduces oil dilution brought about by extensive choke use."

tyre equipment is more—or less a sealed book, and who has always received what he considers to be adequate mileage from his tyres, may not consider it essential to acquire any knowledge as to the varying tyre and rim types. He has often only used the one make of car which naturally fits a given type and size of tyre and rim equipment as standard. But the purpose of this is to demonstrate that greater knowledge of tyres invariably leads to obtaining greater mileage from them. This being the case, it is well to remark that in the case of the first rim type one of the flanges is fixed and the other loose, the latter being sprung into the groove at one side of the rim. This loose flange is removed by means of a small lever and the tyre is taken off sideways.

The transverse split rim is not often met with by British motorists, but it will be apparent that this type necessitates the rim being made so that it is detachable from the wheel. From the motorists' point of view, nothing much more need be said about these two types, but the well-base rim, which is now the standard equipment for almost every British car, should be of real interest to the motoring community. It is a rim at once simple in design and extraordinarily effective in use. It is the virtue of lightness, and its almost perfect safety is demonstrated by the fact that there must be now millions of cars with well-base rim equipment giving satisfactory service all over the world.

Get behind
the wheel and
Get the facts!



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To assure maximum satisfaction with your next car—to obtain finest performance and fullest enjoyment—take the common sense method of driving before buying!

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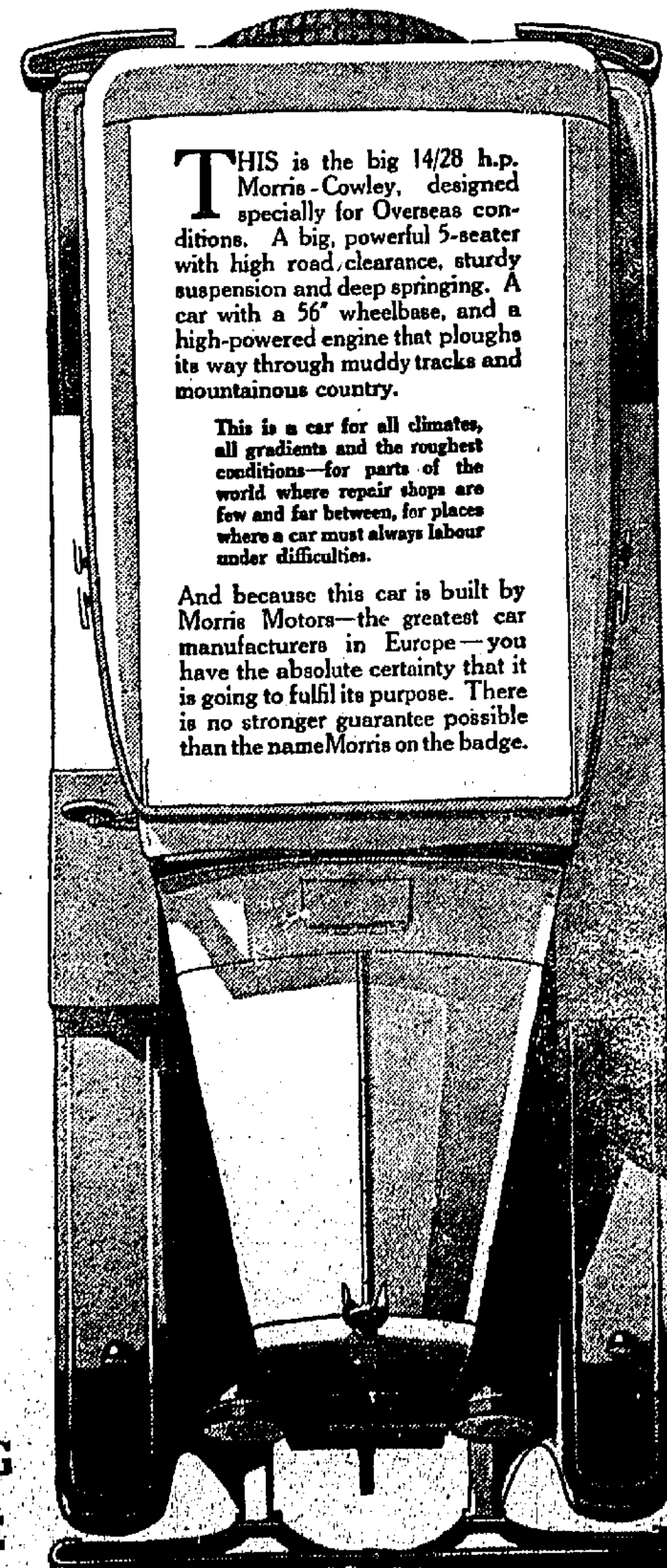
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And because this car is built by Morris Motors—the greatest car manufacturers in Europe—you have the absolute certainty that it is going to fulfil its purpose. There is no stronger guarantee possible than the name Morris on the badge.

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Hongkong Sunday Herald.

號一廿月四年九十二百九千一英 HONG KONG, SUNDAY, APRIL 21, 1929. 二十月三巳己國民華中

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SHANTUNG'S WOES

Chang Tsung-chang to Clear Out?

HOW HE BLEEDS THE PEOPLE

Nationalist Threat on His Rear Brings Relief

Chefoo, Yesterday.
In spite of repeated attacks against Muping, Chang Tsung-chang (the leader of the Northern movement in Shantung against the Nationalists, whose defenders are holding Chefoo) is still unsuccessful.

General Liu Chen-nien, the Nationalist commander who lost Chefoo partly through treachery on the part of subordinates, put up remarkable resistance against the onslaught on Muping, inflicting heavy casualties on Chang Tsung-chang's forces.

Hitherto Chang Tsung-chang has not received any substantial sums from the Chinese Chamber of Commerce in Chefoo but has been confining his demands on the populace to provisions; but he now asks for a loan of \$2,000,000, offering the Goods Tax as security.

Undisciplined Rabble

It is reported that the Nationalist General Chen Chin-chi is approaching Changyi for the purpose of attacking Chang Tsung-chang and thus relieving pressure on Muping.

The loyalty of Sun Tien-ying to Chang Tsung-chang is in doubt. Sun Tien-ying is believed to be at Weishien. Consequently, Chang Tsung-chang is turning his attention westwards to repel the advances of new enemies, leaving General Liu Chen-nien (the defender of Muping) in control of Muping.

It is believed that Chang Tsung-chang cannot maintain his hold on Shantung. In the event of reverses, he will flee to Dairen (in Japanese territory in South Manchuria) and leave his undisciplined hordes, numbering 25,000. Hence the merchants are very apprehensive as to the future.—Reuter.

COMEDY COMPANY

"Other Men's Wives" at Star Theatre

CLEVER BANVARD ARTISTES

Numerous counter-attractions on a Saturday evening do not worry the Banvard English Comedy Company, as full houses a week ago and again last night amply proved. The Star Theatre has seldom had its seating capacity so taxed in one week as since the Banvard's artists first appeared there. They have gone from success to success, and shown no signs of staleness, whilst every audience has been as appreciative as the first. The secret of their success may perhaps lie in the fact that they have proved their versatility by giving both the type of play that depends for its theme on domestic intrigue and also that popular type of the moment known as the "thriller." In "Other Men's Wives" played last night, both were combined, although the horrifying element never threatened the supremacy of the comedy.

A Small Cast

As in "The Cuckoo in the Nest" the plot depends upon the compulsory detention in an hotel of a couple who are forced to act the part of married people, though they are not, and the resultant complications. The cast is a small one, and notable omissions were Miss Abernethy and Miss Kilfoyle; but it is a tribute to the general excellence of the selection of the artistes that Miss Kathleen Vaughan and Miss Valentine Clewson proved well able to carry the feminine parts of the play on their shoulders. The part of the sister of an indolent young matron who comes to the latter's rescue and nearly loses her own reputation in the process is a model sort of Jennie de Casalis role, pyjamas and all, was well done.

Divorce Sleuth

The masculine roles were also well handled. Mr. Eric Elliott did the fickle lover business as it should be done and the nasty element in the character of the detective and divorce sleuth was cleverly brought out by Mr. Ormiston Miller. The other part demanding and receiving some ingenuity was that of the gendarme Mr. T. W. Sleigh. Mention of the gendarme reminds us that the French all round was more sly and less forced than a British company generally manages to get it.

"The Best People" will be repeated to-night and "The Cuckoo in the Nest" on Monday night.

"QUEEN'S" OLD BOYS BIG FIRES IN SPAIN

(Continued from Page 1.)

But now as to the reason why there can be no speech expected from me. On the cover of the menu and programme there is such a speaking likeness of me that all further specifying from me would be absolutely superfluous. To-night it is you gentlemen who have lost your appetites. But you must not blame me; the blame falls on other shoulders.

The greatest feast that was ever published for the mind of man, the first folio of Shakespeare, was introduced by an enigmatical portrait which had a curious little verse by Ben Jonson attached to it. And with your permission, gentlemen, I want to parody that verse to-night:—
"The figure on the programme cut
Is for your humble servant put;
In me the artist has his knife
And so he drew me to the life;
On you he simply wreaked his spite
To rob you of your appetite.
But pay him out and overlook
This 'Grose' portrayal of a 'Crook'."

The New President
There is just one thing which I feel it incumbent on me to speak of to-night and that is the pleasure which we all feel, and which all of you I know share with me in having Mr. Lo here as our new President. Mr. Lo is one of the oldest of our old boys and one of the most highly esteemed of the Colony's citizens. Not only is he himself an honoured old boy but some of his sons also are honoured old boys. I can say now that nothing has added so much to the interest and well-being of this College as the fact that we have had so many, many of whom are here to-night, where more than one generation has passed through this College. This has even been the case among the Staff. Mr. Ng Fung-chow had several of his sons here; and Mr. Tse and Mr. Lai were not only themselves brilliant pupils but have now succeeded in the field.

And when we see Mr. Lo in the chair here and see his sons here who were also our alumni we can look forward to a deeper interest and an almost hereditary esprit de corps when the third generation treads in the honoured footsteps. The headmaster asked his colleagues on the staff, the prefects and the visitors to drink to the health of the Q.C.O.B.A. and the new President, Mr. Lo.
Welcoming the Guests
A hearty welcome to the guests was extended by the Secretary, Mr. C. G. Anderson. He said that in school days they used to share their ice cream cones. Those were indeed jolly good old days, and those boys who had ice cream cones to share did so in a most condescending manner just as if they were duchesses offering their hands to be kissed by a squire. Now that they had grown up, they looked upon that as a happy occasion when they could invite a few guests to share a meal in a genial surrounding.
Ice cream cones, after all, was a mouthful, although its food value might be irresistible. They were good when the appetite was big and the pocket was emptied (laughter)—and this might be a frugal fare, but they humbled themselves in asking the guests to share it.
They were indeed glad to see so many friends present, and the presence of the Honourable Secretary for Chinese Affairs could not be overlooked. He had come there in spite of his multitudinous duties. Then there was also Mr. Li Yau-tsun, who had begun his life of usefulness to the public before he (the speaker) was born; and then there was also the silent Hon. Dr. S. W. Tso, who although a silent man, had the tenacity of a bull-dog, and whose interests in this Colony were more than the items on the menu and concert programme combined. In the Hon. Mr. J. P. Braga, who was also the president of a sister organisation—the St. Joseph's College Old Boys' Association—they had before them the most courteous and charming Portuguese gentleman that one could ever expect to meet. (Applause.)

Mr. Anderson then went on to mention Mr. T. N. Chau, Mr. M. K. Lo and Mr. M. W. Lo, and Mr. Li Chor-chi, whom he referred to as the "Aberdonian Scotchie." To all these and other guests, he, on behalf of the Association, extended a hearty welcome.

Mr. Braga Replies
The Hon. Mr. J. P. Braga replied for the guests. He said that he was guilty in taking upon himself

the pleasant task of replying for the guests. But there was such a thing as poker language—as passing the buck. The Hon. Mr. R. A. C. North was asked to reply for the guests, Mr. Braga said, but somehow or other the "buck" had been passed on to him.

Proceeding, Mr. Braga said that Mr. Anderson had just eulogised the guests, and now it was the guests' turn to recite a Litany. "When you speak of the Q.C.O.B.A. there are two factors which must associate with it," said Mr. Braga. The first was that the possibility of achievement where the Q.C. was concerned was without limit. He had only to refer to the case of the then Mr. Frederick Stewart, who had risen from the bench of the Queen's College to the highest position in the Colony—that of the Officer Administering the Government.

There was another factor, and it must be said that one of the past pupils of the Queen's College was made the first President of China. In the hollow of their hands, Mr. Braga continued, the Queen's College boys held the destiny of Hong Kong. The biggest compradores for the biggest firms and banks were all Queen's College boys. And in medicine and law and also in arts and sciences, the Q.C. boys had taken a foremost position.

Continuing, Mr. Braga said that he had pleasant news to break. It had come to him quite unexpectedly. Mr. Lo Chung-shin, the new President, he said, had donated a scholarship to that class of boys who needed it most. This information was not given to him by Mr. Lo himself, but as a Pressman it was his duty to ferret out news.

Talking of scholarships, he said, it was men like Mr. Woo Hay-tong and Mr. Lo that all the schools were indebted to. As President of the St. Joseph's College Old Boys' Association, he had to be thankful to Mr. Woo Hay-tong for his generous gifts. So long as the Colony possessed men of that type, Hong Kong had nothing to fear. The Colony would march on in giant steps until it came to the first threshold in China.

In conclusion, the speaker said that as a representative of Kowloon, he wished to claim Queen's College for Kowloon when the time came for them to move out from its present site.

A voice was then heard to say "No, no, we will remain in Hong Kong."

Nothing daunted Mr. Braga went on to say that he had a little interesting reminiscence to impart, and that was where the Queen's College now stood was the site on which the first lunatic asylum of the Colony was built. (Laughter.)
The concert, in accordance with the programme given above, was then held, and was greatly appreciated by the large number of guests and members present.

HO CHIEN

Now Chairman of Hunan Council

SMOOTH REORGANISATION

Changsha, Yesterday.
The Provincial Government of Hunan is being smoothly reorganised now that the National Government has restored its suzerainty following the election by the Kwangsi faction of its nominee for the chairmanship.

General Ho Chien, who sided first with the Kwangsi faction against the National Government and subsequently joined the National Government against Kwangsi, has been formally recognised as the new chairman by members of the Council.

It is understood that Marshal Chiang Kai-shek is going from Hankow to Changsha very soon to attend the ceremony of the Council taking the oath of office.—Reuter.

RUSSIAN TRADE

Resolution by the British Delegation

ECONOMIC DEVELOPMENT

Moscow, Yesterday.
A resolution was adopted at a meeting of the British Trade Delegation and handed to M. Piattokoff, stating that economic developments are impossible without the resumption of diplomatic relations and that it is equally impossible for Russia to obtain extensive British financial aid until satisfaction is promised to British nationals' claims.

M. Piattokoff, replying, described the visit as a "friendly gesture," and expressed his readiness, when diplomatic relations were re-established, to negotiate questions of mutual interest on the basis of the agreement of 1924.—Reuter.

DUNLOP'S SHARES

Reduction in "Ordinary" Dividend

END OF RUBBER RESTRICTION

London, Yesterday.
The Dunlop Rubber Co., Ltd., have reduced the dividend on the ordinary shares from 25 per cent. to 20 per cent.

The trading account is credited with £1,500,000 from reserves. The sum so credited is less than the company's losses consequent upon the removal of the rubber restriction.—Reuter.

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DOCTORS & LAWYERS

Spanish Government Says "Too Many"

DRASTIC ACTION

Universities Closed: Others Threatened

Madrid, Yesterday.
The Government have declared that there are too many doctors and lawyers in Spain and have closed the medical faculty of Salamanca and threaten to close the other colleges where there has been political trouble. Oviedo and Barcelona Universities have been totally closed down.—Reuter.

YOUNG GENERAL

Leader of Mahomedan Rebels

LOYALIST DRIVEN OUT

Nanking, Yesterday.
Reliable Chinese reports state that the new province of Ninghsia is in the hands of Mohammedan rebels, who are led by a young general named Ma, who is stated to be a son of the late Ma An-liang, the famous Mohammedan leader.

The rebels have driven out Men Chih-chung, Chairman of the Ninghsia Provincial Government, from Ninghsia city.—Reuter.

AVIATION'S TOLL

Accidents Spreading to China

7 DEATHS IN MANCHURIA

Mukden, Yesterday.
An aeroplane crashed here yesterday morning and broke out in flames.

Two pilots, three mechanics and two passengers were killed.—Reuter.

BRIDGE OF SHIP

Officer Complains About Manager

"CHARLES HARDOUIN" CASE

A rather unusual case, concerning the manager of a well-known local Chinese shipping firm, the Sai Nam S. Co., and a chief officer in the employment of the same company came up before the Hon. Commander G. F. Hole, R.N., (retired) at the Marine Court yesterday.

Mr. Alfred G. Gordin, chief officer of the s.s. "Charles Hardouin," alleged that Mr. Chow Jar-hoo (the manager), while the latter was a passenger on the ship, went on the navigation bridge while the vessel was under way, without permission of the officer in charge.

The manager is also alleged to have behaved in such a manner as to obstruct, impede or molest the chief officer in the navigation of the vessel whilst approaching Castle Peak Bay at 10.20 p.m. on April 15.

Mr. F. H. Loseby appeared for the defence and applied for a formal remand. His Worship fixed hearing for 10.30 a.m. on Tuesday.

REPARATIONS

Wall Street Circles Disappointed

ANTICIPATIONS FAIL

Washington, Yesterday.
While the reparations' impasse in Paris has disappointed official circles, a stronger word must be used to describe the feelings of Wall-street where anticipations of a favourable outcome was recently reflected in the strength of the bond market in preparation of the flotation of German obligations which would be issued under the proposed new reparations' plan.

Simultaneously industrial concerns, notably motors, have completed plans for extended operations in Germany and are largely depending on a settlement of the reparations' issue.—Reuter.

U. S. CABINET

A Post For Dr. Julian Klein

ASST. SECY. OF COMMERCE

Washington, Yesterday.
Dr. Julius Klein, the well-known commercial expert, has been appointed Assistant Secretary of Commerce.—Reuter's American Service.

INTERPORT ROWING

(Continued from Page 5.)

Course.—Start Murray Pier line (West to East), Cust Rock Buoy (S), finish at Club-house (West to East). Distance two miles.

Six yachts took part in this race. The second yacht in was "Queen Bee," owned by Lt. Illingworth, R.N., and sailed by the owner.

The other yachts in this race were Mr. N. V. A. Croucher's "La Cigale," Mr. and Mrs. H. S. Rouse's "U and I," Mr. Jensen's "Coquette," Major Greig and Capt. Jacobs-Larkcom's "Curlew."

LADIES' RACES

Handicap Class Racing Yachts. Won by Mr. A. L. Shields' "La Linda," sailed by Mrs. Scott.

Second, Major Miles' "Diana," sailed by Mrs. Miles.

Course.—Start Club-house (West to East), Mark East of Kowloon Dock Point (P), Cust Rock Gas Buoy (P), Mark Boat Club-house Line (P), twice round. Distance 4½ miles.

Only two yachts took part in this race. The times after deducting handicaps from finishing times were:—

"La Linda" (21 secs. per mile) 3.50.33½
"Diana" (15 secs. per mile) 3.51.57½
Heyward Heyes Class Racing Yachts.

Won by Mr. H. S. Rouse's "Speedwell," sailed by Mrs. Adams.

Second, R. E. Mess' "Wings," sailed by Mrs. Doyle.

Same course. Five yachts started in this race, all at scratch. The finishing times were:—

"Speedwell" (1st) 4.26.58
"Wings" (2nd) 4.27.37
"Boojum" (3rd) 4.29.06
"Why Wonder" (4th) 4.30.27
"Bluenose" (5th) 4.31.56½
Only the first two yachts received prizes.

Gael Class Racing Yachts. Won by Mr. R. O. Sutherland's "Joan," sailed by Mrs. Illingworth.

Second, Lieut. Comdr. Drummond's "Ailsa," sailed by Miss De Bierre.

Same course. Four yachts took part in this race but "Pierrette" did not finish. The times were:—

"Joan" (40 secs. per Fin. Cor. mile) 4.27.12 4.24.12
"Ailsa" (scratch) 4.26.35 4.26.35
"Daphne" (scratch) 4.28.33 4.28.33
Only the first two yachts won prizes.

LAWN BOWLS

The two lawn bowls matches played on the Club's green resulted as follows:—

No. 1 Rink

Abraham Jordain
Wylie Sutherland
Guy Wood
Edwards Chapman
(skip) 18 (skip) 16

No. 2 Rink

Black Sutton
Williamson Hertridge
Ramsay Reed
Shaw Davies
(skip) 21 (skip) 13

The winners on each rink received silver spoons.

Other prizes won during the season 1928-29, just closed were as follows:—

Championships

Cruiser Class: 1st, Queen Bee; Lt. Illingworth, R.N.; 2nd, "Curlew," Major Greig and Capt. Jacobs-Larkcom, R.N.; 3rd, "U and I," Mr. H. S. Rouse.

Handicap Class: 1st, "La Linda," Mr. A. L. Shields; 2nd, "Colleen," Mr. J. R. L. Stanton.

Heyward Heyes Class: 1st, "Boojum," Major Stewart, R.A.M.C.; 2nd, "Bluenose," Capt. Wernicke and Carey; 3rd, "Speedwell," Mr. H. S. Rouse.

Gael and One Design Class: 1st, "Daphne," Capt. Le Gros, R.A.; 2nd, "Pierrette," Lt. F. O. Bassett, R.N.; 3rd, "Ailsa," Lt. Comdr. Drummond, R.N.

Ladies' Championships

Handicap Class: 1st, "Colleen," Miss Hazeland; 2nd, "La Linda," Mrs. Sheldon.

I. Y. and G. Class: 1st, "Boojum," Miss Mathias; 2nd, "Wings," Mrs. Greig; 3rd, "Speedwell," Mrs. Adams.

Commodore's Cups: (1) Cruisers, "Isis," Mr. S. C. Feltham; (2) H and I, "Ailsa," Lt. Comdr. Drummond, R.N.; (3) Y. and G. "Boojum," Major Stewart, R.A.M.C.

Vice Commodore's Cups: (1) Cruisers, "Curlew," Major Greig, R.N.E.; (2) H and I, "La Linda," Mr. A. L. Shields; (3) Y. and G., "Pierrette," Lt. F. O. Bassett, R.N.

Rear Commodore's Cups: (1) Cruisers, "Feathers," Mr. B. S. Abraham; (2) H and I, "La Linda," Mr. C. E. L. Grist; "Dorothea," Mr. C. E. L. Grist.

"BEEF & BROCCOLI"

The First General Election Slogan

CORNISH ENTERPRISE

Mr. Lloyd George Ridicules Conservative Contentions

London, Yesterday.
"Beef and broccoli" is the first slogan of the General Election campaign and has arisen owing to the policy enunciated by Mr. Baldwin on April 8, who in referring to the British agricultural possibilities made a point of English broccoli from Cornwall penetrating to Continental markets.

The cry has been taken up by Mr. Lloyd George in a speech broadcast last night dealing with the urgency of the unemployment problem, when he cried, ironically, that the British troops who had been patriotically regaled on good old roast beef in winter had become cosmopolitans on bully beef in the summer. Henceforth the "Union Jack" would fly at the head of a broccoli stalk.

Nevertheless the Conservatives are maintaining that the export of broccoli is in no way an insignificant portent, the outcome of the enterprise and co-operation of Cornish growers, the railways and the Ministry of Agriculture resulting in the production of a huge variety of the vegetable which is favoured on the continent, scientific grading, marketing and expeditious distribution justifying the plantation of a considerably increased acreage to meet the increasing foreign demand.—Reuter.

AVIATION'S TOLL

Accidents Spreading to China

7 DEATHS IN MANCHURIA

Mukden, Yesterday.
An aeroplane crashed here yesterday morning and broke out in flames.

Two pilots, three mechanics and two passengers were killed.—Reuter.

BRIDGE OF SHIP

Officer Complains About Manager

"CHARLES HARDOUIN" CASE

A rather unusual case, concerning the manager of a well-known local Chinese shipping firm, the Sai Nam S. Co., and a chief officer in the employment of the same company came up before the Hon. Commander G. F. Hole, R.N., (retired) at the Marine Court yesterday.

Mr. Alfred G. Gordin, chief officer of the s.s. "Charles Hardouin," alleged that Mr. Chow Jar-hoo (the manager), while the latter was a passenger on the ship, went on the navigation bridge while the vessel was under way, without permission of the officer in charge.

The manager is also alleged to have behaved in such a manner as to obstruct, impede or molest the chief officer in the navigation of the vessel whilst approaching Castle Peak Bay at 10.20 p.m. on April 15.

Mr. F. H. Loseby appeared for the defence and applied for a formal remand. His Worship fixed hearing for 10.30 a.m. on Tuesday.

REPARATIONS

Wall Street Circles Disappointed

ANTICIPATIONS FAIL

Washington, Yesterday.
While the reparations' impasse in Paris has disappointed official circles, a stronger word must be used to describe the feelings of Wall-street where anticipations of a favourable outcome was recently reflected in the strength of the bond market in preparation of the flotation of German obligations which would be issued under the proposed new reparations' plan.

Simultaneously industrial concerns, notably motors, have completed plans for extended operations in Germany and are largely depending on a settlement of the reparations' issue.—Reuter.

U. S. CABINET

A Post For Dr. Julian Klein

ASST. SECY. OF COMMERCE

Washington, Yesterday.
Dr. Julius Klein, the well-known commercial expert, has been appointed Assistant Secretary of Commerce.—Reuter's American Service.

INTERPORT ROWING

(Continued from Page 5.)

Course.—Start Murray Pier line (West to East), Cust Rock Buoy (S), finish at Club-house (West to East). Distance two miles.

Six yachts took part in this race. The second yacht in was "Queen Bee," owned by Lt. Illingworth, R.N., and sailed by the owner.

The other yachts in this race were Mr. N. V. A. Croucher's "La Cigale," Mr. and Mrs. H. S. Rouse's "U and I," Mr. Jensen's "Coquette," Major Greig and Capt. Jacobs-Larkcom's "Curlew."

LADIES' RACES

Handicap Class Racing Yachts. Won by Mr. A. L. Shields' "La Linda," sailed by Mrs. Scott.

Second, Major Miles' "Diana," sailed by Mrs. Miles.

Course.—Start Club-house (West to East), Mark East of Kowloon Dock Point (P), Cust Rock Gas Buoy (P), Mark Boat Club-house Line (P), twice round. Distance 4½ miles.

Only two yachts took part in this race. The times after deducting handicaps from finishing times were:—

"La Linda" (21 secs. per mile) 3.50.33½
"Diana" (15 secs. per mile) 3.51.57½
Heyward Heyes Class Racing Yachts.

Won by Mr. H. S. Rouse's "Speedwell," sailed by Mrs. Adams.

Second, R. E. Mess' "Wings," sailed by Mrs. Doyle.

Same course. Five yachts started in this race, all at scratch. The finishing times were:—</